SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

6

TIME TABLE

FOR THE

RIO GRANDE DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

L. U. MORRIS,
Superintendent

EASTWARD

BOWIE SUBDIVISION

Time Table No. 6
March 20, 1927

Capacity of Sidings in Car Lengths	SECOND CLASS										FIRST CLASS					Distance from San Francisco		STATIONS	
	428	**92**	**326**	**426**	**244**	**312**	**412**	**418**	**310**	**410**	**2**	**4**	**104**	**12**	**102**				
	Local Freight	Los Angeles Manifest Frt.	Freight	Freight	San Francisco Manifest Frt.	Freight	Freight	Local Freight	Freight	Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited				
	Leave Thurs. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard YWFTPBKC		10.15PM	4.00PM	3.50PM	2.45PM	7.25AM	7.15AM	7.00AM	12.20AM	12.10AM	12.45PM	9.05AM	8.50AM	2.55AM	12.55AM	983.9	TO-R	TUCSON	0.8
																984.7		T. & N. R. R. JCT.	2.7
		10.30	4.18	4.08	2.58	7.40	7.30	7.18	12.35	12.25	f 12.53	9.13	f 8.58	3.04	1.03	987.4		POLVO	3.3
71 P		10.40	4.27	4.15	3.13	7.50	7.40	7.30	12.45	12.35	f 12.57	9.17	f 9.02	3.09	1.07	990.7		WILMOT	3.1
71 P		10.50	4.37	4.27	3.40	8.00	7.50	7.40	12.55	12.45	f 1.01	9.21	f 9.07	3.14	1.11	993.8		RANKIN	4.8
72 PW		11.05	4.50	4.40	3.58	8.14	**8.02**	**8.02**	**1.18**	12.56	f 1.08	9.28	f 9.14	3.23	**1.18**	998.6		ESMOND	4.7
71 P		11.28	5.06	4.56	4.13	**8.35**	8.16	**8.35**	1.33	1.07	f 1.16	9.35	f 9.23	3.31	1.25	1003.3	TO	VAIL	5.2
71 P		11.59PM	5.22	5.12	4.33	8.52	8.32	9.06	1.51	1.23	f 1.30	9.46	f 9.36	3.42	1.36	1008.5		IRENE	4.1
87 PW		12.15AM	5.50	5.40	5.05	9.20	8.59	9.30	2.21	**1.36** **1.56**	f 1.37	9.53	f 9.44	3.50	**1.43**	1012.6		PANTANO	3.5
72 P		12.30	6.02	5.52	5.16	9.30	9.13	9.40	2.35	2.06	f 1.44	9.59	f 9.51	3.58	1.49	1016.1		BUELL	3.6
72 P		1.00	6.13	6.03	5.30	9.40	9.24	9.50	2.49	2.16	f 1.50	10.06	f 9.59	4.06	1.56	1019.7		AMOLE	3.9
94 81 PYCI		1.30	**6.31**PM	6.24	5.50	10.00AM	9.40	**10.09**	3.01AM	2.35	f 1.58PM	10.14AM	f **10.09**	4.14	2.04	1023.6	TO-R	MESCAL	4.6
71 P		1.42		6.36	6.15		9.52	10.34		2.47			f 10.16	4.22	**2.13**	1028.2		CHAMISO	4.4
Yard CWFYPBK		**2.02**		**7.01**	6.27		10.02	11.45		2.57			s 10.33	s 4.39	s 2.29	1032.6	TO	BENSON	3.2
71 P		**2.35**		7.09	**6.46**		10.09	11.54AM		3.05			f 10.40	4.46	**2.35**	1035.8		FENNER	2.7
71 P		**3.00**		7.23	6.57		10.23	12.09PM		**3.20**			f 10.48	4.55	2.41	1038.5		CURVO	2.5
83 WP		3.12		7.55	7.15		**10.56**	12.41		3.55			f **10.56**	5.03	**2.47**	1041.0		SIBYL	2.9
71 P		3.22		8.09	7.30		11.10	12.56		4.09			f 11 03	5.09	2.52	1043.9		TULLY	3.4
71 P		3.34		8.22	7.40		**11.23**	1.06		4.22			f 11.11	**5.16**	2.58	1047.3		OCHOA	3.5
71 P		3.53		8.35	7.50		11.36	1.16		4.35			f 11.19	5.23	3.04	1050.8		LANCHA	3.1
74 73 PY		**4.20**		8.34	8.05		11.44	**1.34**		**4.43**			f 11.27	5.29	3.10	1053.9	TO	DRAGOON	4.4
90 P		4.35		8.55	8.23		11.55AM	1.55		4.55			f 11.35	5.36	3.18	1058.3		MANZORO	5.6
75 P		4.50		9.05	8.33		12.05PM	2.24		5.05			s 11.47	5.43	**3.25**	1063.9	TO	COCHISE	5.7
71 P		**5.20**		**9.20**	**9.20**		12.20	2.43		**5.20**			f 11.55AM	5.50	3.32	1069.6		HADO	5.1
75 PYW		5.37		9.28	9.45		12.29	3.15		5.29			s 12.09PM	f 5.58	3.39	1074.7	TO	WILLCOX	4.7
69 P		**6.08**		9.42	10.01		**12.48**	3.30		5.43			f 12.17	**6.08**	3.45	1079.4		DRURY	3.2
100 PY		6.23		9.56	10.23		1.13	3.50		5.53			f 12.21	6.13	3.49	1082.6		RASO	5.1
73 P		6.35		10.06	10.32		1.23	4.16		6.03			f **12.33**	6.21	3.56	1087.7		ALRICH	3.3
70 P		6.49		10.13	10.50		1.30	4.46		6.10			f 12.40	6.26	4.00	1091.0		LUZENA	3.5
71 P		7.05		10.20	**11.20**		1.37	**5.09**		6.17			f 12.47	6.32	4.05	1094.5		CHOLLA	3.9
Yard WFYPBKC·	10.00AM	**7.45**		**11.05**	11.40		2.24	5.30PM		**6.27** **7.00**			s 1.18	s **6.47**	s 4.20	1098.4	TO-R	BOWIE	4.2
71 P	10.15	8.00		11.14	**11.58**PM		2.35			7.10			f 1.24	6.53	4.26	1102.6		HOLT	4.0
71 P	10.23	8.15		11.21	**12.26**AM		2.42			7.17			f 1.30	6.58	4.31	1106.6		OLGA	3.6
71 P	10.31	8.25		11.28	12.40		2.49			7.24			f 1.35	7.03	4.36	1110.2		KARRO	4.0
71 WFYPKCB	10.56	**8.54**		**11.43**	12.52		2.58			7.31			s 1.40	7.08	4.41	1114.2	TO	SAN SIMON	3.4
71 P	**11.18**	9.15		**11.52**PM	1.02		3.16			7.51			f 1.51	7.14	4.46	1117.6		BAWTRY	4.2
71 P	11.28	9.30		12.05AM	1.15		3.29			8.04			f 1.58	7.23	4.52	1121.8		VANAR	3.2
78 P	11.38AM	9.40		12.17	1.46		3.41			**8.16**			f 2.04	7.30	4.57	1125.0		CAVOT	3.9
75 70 PY	12.09PM	9.55		12.34	2.15		**4.04**			8.32			f 2.14	**7.42**	5.07	1128.9	TO	STEINS	3.8
71 P	12.43	10.18		12.46	2.28		4.11			8.44			f 2.22	7.48	5.12	1132.7		MONDEL	3.8
71 P	12.51	**10.44**		12.53	2.40		4.18			8.51			f 2.27	7.53	5.17	1136.5		CONRAD	4.3
71 P	1.01	10.54		1.03	2.52		4.28			9.03			f 2.34	8.00	5.23	1140.8		GARY	3.1
71 P	1.10	11.00		1.10	3.00		4.35			9.11			f 2.38	8.05	5.27	1143.9		PYRA	3.4
I																1147.3		S. P. R. R. CROSSING	1.0
Yard WFYTPBKC	1.25PM	11.25AM		1.25AM	3.15AM		4.50PM			9.26AM			s 2.48PM	s 8.15AM	s 5.37AM	1148.3	TO-R	LORDSBURG	
	Arrive Thurs. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)	
	(3.25) 14.16	(13.10) 12.49	(2.31) 15.46	(9.35) 17.15	(12.30) 13.12	(2.35) 15.36	(9.35) 17.15	(10.30) 15.65	(2.41) 14.79	(8.38) 19.04	(1.13) 32.63	(1.09) 34.52	(5.58) 27.55	(5.20) 30.85	(4.42) 36.13			Time Over District Average speed per hour	

North Line is Lordsburg-Tucson via track 2

Track No. 2

Automatic Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas and Amarillo Texas
102	Any Station	San Antonio

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.—No. 2 track, East Yard Bowie, through No. 3 track, to West Lead of East Yard, will be used as siding.—Switch at East end of No. 2 track normal position for No. 2 track.

Between West Switch Mescal, Mile Post 1023, and Puzzle Switch opposite yard office, Tucson, westward trains use No. 1 track and eastward trains use No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from Lordsburg	FIRST CLASS					THIRD CLASS				Capacity of Sidings in Car Lengths
				1 Californian	**103** Argonaut	**3** Golden State Limited	**11** Apache	**101** Sunset Limited	**427** Local Freight	**91** Los Angeles Manifest Frt.	**243** San Francisco Manifest Frt.	**417** Local Freight	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	
983.9	A.B.S. Track No. 1	TO-R TUCSON 0.8	163.1	s 3.40PM	s 7.05PM	s 7.30PM	s 8.30PM	s 3.35AM		8.00AM	11.00AM	4.22PM	
984.7		T. & N. R. R. JCT. 2.7	162.3										
987.4		POLVO 2.8	159.6	f 3.30	6.55	7.20	8.20	3.25		7.30	10.40	4.01	
990.2		SOUTH YARD JCT. 3.5	156.8	f 3.25	6.50	7.15	8.15	3.20		7.20	10.25	3.50	P
993.7		CRUZ 4.1	153.3	f 3.19	6.44	7.09	8.09	3.14		7.10	10.10	3.40	79 P
997.8		RITA 5.9	149.2	f 3.14	6.38	7.04	8.03	3.08		7.00	9.55	3.25	79 WP
1003.7	Automatic Block Signals	VAIL 3.7	143.3	f **3.06**	6.30	6.57	7.54	2.59		6.40	9.35	**3.06**	79 P
1007.4		EMPIRE 5.5	139.6	f 3.01	6.24	6.52	7.48	2.53		6.20	9.10	2.40	79 P
1012.9		MARSH 4.8	134.1	f 2.54	6.16	6.45	7.38	2.43		5.30	8.50	2.27	69 WP
1017.7		CATALINA 4.6	129.3	f 2.48	6.09	6.39	7.29	2.34		4.50	8.25	2.00	79 P
1023.6		TO-R MESCAL 4.6	124.7	f 2.40	6.01PM	**6.31**PM	7.20	2.25		4.10	7.55	1.25	94 81 YICP
1028.2		CHAMISO 4.4	120.1	f 2.30			7.11	**2.13**		3.55	7.30	1.05	
1032.6		TO BENSON 3.2	115.7	s 2.21			s **7.01**	s **2.02**		3.42	6.50	12.45	
1035.8		FENNER 2.7	112.5	f 2.07			**6.46**	1.48		3.30	6.15	12.26	
1038.5		CURVO 2.5	109.8	f 2.02			6.41	1.43		**3.20** **2.55**	5.55	12.01PM	
1041.0		SIBYL 2.9	107.3	f 1.57			6.36	1.38		**2.47**	5.42	11.51AM	
1043.9		TULLY 3.4	104.4	f 1.52			6.31	1.34		2.13	5.27	11.39	
1047.3		OCHOA 3.5	101.0	f 1.46			6.25	1.28		2.04	**5.16**	**11.23** **11.06**	
1050.8		LANCHA 3.1	97.5	f 1.40			6.19	1.22		1.45	4.55	10.48	
1053.9		TO DRAGOON 4.4	94.4	f **1.34**			6.14	1.17		1.25	**4.43** **4.15**	10.40	
1058.3		MANZORO 5.6	90.0	f **1.27**			6.06	**1.10**		**1.10**	3.50	10.30	
1063.9		TO COCHISE 5.7	84.4	s 1.19			5.57	1.03		12.43	**3.25**	10.15	
1069.6		HADO 5.1	78.7	f 1.08			5.49	12.56		12.30	3.05	9.45	
1074.7		TO WILLCOX 4.7	73.6	s 1.01			f 5.42	12.49		12.10AM	2.46	9.30	
1079.4		DRURY 3.2	68.9	f **12.48**			5.34	12.42		11.58PM	2.15	8.37	
1082.6		RASO 5.1	65.7	f 12.43			5.30	12.38		11.50	2.00	8.30	
1087.7		ALRICH 3.3	60.6	f **12.33**			5.20	12.30		11.36	1.40	8.15	
1091.0		LUZENA 3.5	57.3	f 12.25			5.15	12.25		11.29	1.20	8.05	
1094.5		CHOLLA 3.9	53.8	f 12.18			**5.09**	12.20		**11.20**	1.00	7.55	
1098.4		TO-R BOWIE 4.2	49.9	s 12.10PM			s 5.01	s 12.13AM	10.00AM	**11.05**	12.50	**7.45**AM	
1102.6		HOLT 4.0	45.7	f 11.44AM			4.45	**11.58**PM	9.30	9.51	12.35		
1106.6		OLGA 3.6	41.7	f 11.39			4.39	11.53	9.09	9.41	**12.26**		
1110.2		KARRO 4.0	38.1	f 11.34			4.34	11.48	9.02	9.32	12.10		
1114.2		TO SAN SIMON 3.4	34.1	s 11.29			4.28	**11.43**	**8.54**	9.22	12.01AM		
1117.6		BAWTRY 4.2	30.7	f **11.18**			4.23	11.38	8.41	9.12	**11.52**PM		
1121.3		VANAR 3.2	26.5	f 11.12			4.17	**11.32**	8.33	9.04	**11.32**		
1125.0		CAVOT 3.9	23.3	f 11.07			4.12	11.27	**8.16**	8.52	11.16		
1128.9		TO STEINS 3.8	19.4	f 10.57			**4.04**	11.19	**7.42**	8.39	11.04		
1132.7		MONDEL 3.8	15.6	f 10.49			3.56	11.12	6.57	8.28	10.53		
1136.5		CONRAD 4.3	11.8	f **10.44**			3.51	11.07	6.47	8.20	10.45		
1140.8		GARY 3.1	7.5	f 10.38			3.45	11.01	6.37	8.11	10.37		
1143.9		PYRA 3.4	4.4	f 10.33			3.40	10.57	6.30	8.05	10.30		
1147.3		S. P. R. R. CROSSING 1.0	1.0										
1148.3		TO-R LORDSBURG	0.0	10.25AM			3.32PM	10.49PM	6.15AM	7.50PM	10.15PM		
		(163.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed Only	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat	
		Time Over District		(5.15)	(1.04)	(0.59)	(4.58)	(4.46)	(3.45)	(11.45)	(12.17)	(8.20)	
		Average speed per hour		31.06	36.00	39.05	32.83	34.21	13.30	13.88	13.27	13.05	

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Between West Switch Mescal, Mile Post 1023, and Puzzle Switch opposite yard office, Tucson, westward trains use No. 1 track and eastward trains use No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

South Line is Mescal-South Yard Jct. North Line is Lordsburg-Mescal and Tucson-South Yard Jct.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers to or Beyond	From or Beyond
11	Any Station	Discharge	Hutchinson and Amarillo
101	Any Station	Discharge	San Antonio and Tucumcari
103	Any Station	Discharge	East of El Paso
103	Any Station	Mescal-Tucson discharge passengers from West of El Paso	

EASTWARD

LORDSBURG SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS										FIRST CLASS						Distance from San Francisco	Time Table No. 6 March 20, 1927
	412	92	310	410	244	414	124	326	426	312	2	104	4	12	102	8		
	Freight	Los Angeles Manifest Freight	Freight	Freight	San Francisco Manifest Freight	Local Freight	Local Freight	Freight	Freight	Freight	Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Mixed		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. and Friday	Leave Tues. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard WFYTPBKC	4.45PM	12.16PM		9.30AM	4.15AM	4.00AM			12.45AM			2.58PM		8.25AM	5.45AM		1148.3	TO-R LORDSBURG 4.7
75 P	4.56	12.31		9.40	4.35	4.15			12.56			f **3.11**		8.33	5.53		1153.0	ULMORIS 6.0
71 P	**5.08**	1.00		**9.57**	5.11	4.27			1.07			f 3.18		8.40	6.00		1159.0	LISBON 5.4
76 P	5.33	1.22		10.18	5.45	4.39			1.22			f 3.25		8.48	6.07		1164.4	HAWKINS 3.6
71 WP	5.50	1.41		10.36	**6.11**	4.50			1.49			f 3.31		8.53	**6.11**		1168.0	TO SEPAR 5.8
76 P	**6.06**	2.00		10.48	6.40	5.03			2.01			f **3.41**		9.01	6.18		1173.8	LADIM 5.8
75 P	6.16	2.15		10.58	6.55	5.16			2.11			f 3.48		9.08	6.24		1179.6	WILNA 3.9
76 P	6.23	**2.33**		11.05	7.10	5.26			2.18			f 3.53		**9.17**	6.28		1183.5	QUINCY 5.0
75 WP	**6.38**	**2.55**		11.20	7.30	5.46			2.33			f **4.00**		9.24	6.34		1188.5	TO GAGE 4.7
100 P	6.46	**3.10**		11.28	7.46	6.10			2.41			f 4.09		9.31	6.39		1193.2	MONGOLA 6.4
71 P	6.57	3.30		11.39	8.00	6.25			2.52			f 4.17		9.39	6.47		1199.6	TUNIS 3.7
71 P	7.04	3.40		11.46	8.19	6.35			2.59			f 4.22		9.44	6.51		1203.3	PARMA 2.8
75	7.09	3.56		11.51AM	**8.37**	6.40			3.04			4.26		9.48	6.55		1206.1	CAMP CODY 0.6
I																	1206.7	S. P. R. R. CROSSING 0.3
																	1207.0	JC. SW. HERMANAS LINE 1.0
Yard PWYBKC	7.24	**4.10** **4.50**		**12.06**PM	**8.55**	**6.53** **10.15**			3.19			s **4.40**		s **10.05**	s **7.11**		1208.0	TO DEMING 4.5
71 P	7.34	5.16		12.16	9.23	10.27			3.29			f 4.48		10.13	7.19		1212.5	LUXOR 6.4
71 P	7.45	5.40		12.27	9.55	10.40			3.40			f 4.56		10.21	7.26		1218.9	CARNE 3.1
14																	1222.0	MIESSE (Spur) 3.7
71 P	7.57	6.01		12.39	**10.10** **10.55**	**10.53** **11.05**			3.52			f 5.05		**10.30**	7.34		1225.7	MYNDUS 3.9
71 WP	8.04	6.15		12.46	11.06	11.35			3.59			f 5.10		**10.35**	7.38		1229.6	AKELA 4.3
71 P	8.12	6.35		12.54	11.16	11.55AM			4.07			f 5.16		10.40	**7.45**		1233.9	TO CAMBRAY 4.5
71 P	**8.30**	6.59		**1.10**	11.26	12.38PM			4.15			f 5.23		10.46	7.51		1238.4	DONA 4.6
72 P	8.38	7.16		1.18	11.43AM	**1.05**			4.23			f 5.28		10.52	7.57		1243.0	CHAPPEL 4.4
81 P	8.48	7.35		1.35	12.09PM	1.13			4.38			f 5.33		10.58	8.03		1247.4	ADEN 3.9
76 P	8.55	7.50		**1.42**	12.25	**1.42**			4.45			f 5.39		11.03	8.08		1251.3	PRONTO 3.3
71 P	9.01	**8.10**		1.48	**12.50**	2.07			4.51			f 5.43		11.07	8.12		1254.6	KENZIN 4.8
75 WFP	9.10	8.35		1.57	**1.04**	2.17			5.00			f 5.49		11.13	8.18		1259.4	TO AFTON 5.3
71 P	9.19	8.55		2.06	1.20	2.27			5.09			f 5.56		11.20	8.25		1264.7	RUTTER 4.8
71 P	**9.28**	**9.28**		2.15	1.35	2.37			5.18			f 6.02		11.26	**8.31**		1269.5	LANARK 5.0
75 P	9.37	9.58		**2.24**	**2.24**	2.47			5.27			f 6.08		11.32	**8.37**		1274.5	VEVAY 5.2
78 72 YPW	9.52	10.29		2.39	2.49	3.07			5.43			f 6.14		**11.39**	8.44		1279.7	STRAUSS 5.5
76 P	10.02	11.00		2.50	3.07	3.18			5.54			f 6.23		11.48	8.53		1285.2	LIZARD 4.2
71 P	10.11	11.21	5.05PM	2.59	3.25	3.35	12.43PM	8.35AM	6.03	12.54AM	10.25PM	f 6.30	5.25PM	11.55AM	9.00	7.00AM	1289.4	TO-R ANAPRA 2.0
16 P											f					f	1319.1	BOWEN 1.0
2																	1320.1	BRICK (Spur) .8
																	1320.9	ICE HOUSE XOVER to G. H. & S. A. Track 2 2.0
I	10.36	11.46PM	5.30	3.24	3.50	4.00	1.08	9.00	6.28	1.19	10.42	6.47	5.42	12.12PM	9.17	7.25	1322.9	TOWER 6 0.4
BK Yard											s 10.45 11.10	s 6.50PM	s 5.45 6.00	s 12.15 12.30	s 9.20AM	s 7.40	1295.9	TO-R EL PASO Union Passenger Depot 0.1
I																		TOWER 66 1.2
WFCTPY BK Yard	10.54PM	12.01AM	5.45PM	3.39PM	4.05PM	4.15PM	1.23PM	9.15AM	6.43AM	1.34AM	11.20PM		6.10PM	12.40PM		7.55AM	1297.2	TO-R EL PASO Octavia Street Pac. Lines
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. and Friday	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.6)
	(6.09) 24.14	(11.05) 13.39	(0.40) 11.10	(6.09) 24.14	(11.05) 13.39	(8.41) 17.30	(0.40) 11.10	(0.40) 11.10	(5.58) 24.88	(0.40) 11.10	(0.30) 14 80	(3.52) 38.09	(0.30) 14.80	(4.00) 36.82	(3.35) 41.10	(0.55) 8.00		..........Time Over District.......... ....Average speed per hour..........

Schedule time and train orders apply at Anapra as follows:
Westward trains—WEST switch of EAST crossover;
Eastward trains—EAST switch of WEST crossover;
(north line)
Eastward trains—EAST switch of EAST crossover.
(south line)

North Line is Lordsburg-Anapra;
South Line is Anapra-El Paso, Octavia St., Pacific Lines.

Automatic Block Signals

Auto. Block Signals

Auto. Block Signals

Track 4

Westward trains are superior to trains of the same class in the opposite direction.

Trains and Engines using G. H and S. A. Ry. tracks, will be governed by time table of G. H. & S. A. Ry., El Paso Division.

Refer to third paragraph Rule 90-S schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employes are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas and Amarillo, Tex.
102	Any Station	San Antonio

LORDSBURG SUBDIVISION

WESTWARD

Time Table No. 6
March 20, 1927

		STATIONS	Distance from El Paso, Oct. St. (Inc. 2.6 mi. Tower 6-Rio G.)	1	103	3	11	101	7	91	413	123	243
				FIRST CLASS						THIRD CLASS			
				Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Mixed	Los Angeles Manifest Freight	Local Freight	Local Freight	San Francisco Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Mon. Wed. Fri.	Arrive Daily
Automatic Block Signals	TO-R	LORDSBURG	148.8	s 10.17AM			s 3.24PM	s 10.41PM		7.46PM	5.45PM		10.08PM
		4.7 ULMORIS	144.1	f 10.05			**3.11**	10.29		7.12	5.21		9.22
		6.0 LISBON	138.1	f **9.57**			3.04	10.22		7.00	**5.08**		8.50
		5.4 HAWKINS	132.7	f 9.50			2.58	10.16		6.40	4.40		7.51
	TO	3.6 SEPAR	129.1	f 9.45			2.53	10.11		6.30	4.25		7.35
		5.8 LADIM	123.3	f 9.35			2.45	10.03		**6.06**	**3.41**		7.10
		5.8 WILNA	117.5	f 9.25			2.38	9.56		5.15	3.21		6.59
		3.9 QUINCY	113.6	f **9.17**			**2.33**	9.51		4.30	3.10		6.48
	TO	5.0 GAGE	108.6	f 9.07			2.26	9.44		**4.00**	**2.55**		**6.38**
		4.7 MONGOLA	103.9	f 8.57			2.19	9.37		**3.10**	2.30		6.10
		6.4 TUNIS	97.5	f 8.47			**2.11**	9.29		2.29	**2.11**		5.50
		3.7 PARMA	93.8	f 8.41			**2.06**	9.24		**2.06**	1.45		5.15
Auto. Block Signals		2.8 CAMP CODY	91.0	**8.37**			2.02	9.20		1.47	1.37		5.05
		0.6 S. P. R. R. CROSSING	90.4										
		0.3 JC. SW. HERMANAS LINE	90.1										
	TO	1.0 DEMING	89.1	s **8.32**			s 1.58	s 9.16		**1.00PM** **11.59AM**	**12.50PM** **11.30AM**		**4.45** **4.17**
		4.5 LUXOR	84.6	f 8.15			1.42	9.00		11.45	11.12		3.50
		6.4 CARNE	78.2	f 8.06			1.34	8.52		11.30	10.58		3.32
		3.1 MIESSE (Spur)	75.1	f									
		3.7 MYNDUS	71.4	f 7.56			1.25	8.44		**10.55**	**10.30** **10.25**		3.00
		3.9 AKELA	67.5	f 7.51			1.20	8.40		**10.35**	10.05		2.45
	TO	4.3 CAMBRAY	63.2	f **7.45**			1.15	8.35		10.14	9.57		2.36
		4.5 DONA	58.7	f 7.37			**1.10**	**8.30**		10.06	9.49		2.18
		4.6 CHAPPEL	54.1	f 7.32			**1.05**	8.25		9.55	9.41		2.10
		4.4 ADEN	49.7	f 7.26			12.59	8.19		9.44	9.23		1.54
		3.9 PRONTO	45.8	f 7.21			12.54	8.14		9.33	9.04		**1.42**
		3.3 KENZIN	42.5	f 7.17			**12.50**	**8.10**		9.22	8.58		1.13
	TO	4.8 AFTON	37.7	f 7.10			12.43	8.04		9.11	8.49		**1.04**
		5.3 RUTTER	32.4	f 7.03			**12.37**	7.57		9.01	8.40		**12.37**
		4.8 LANARK	27.6	f 6.57			12.31	7.51		8.50	**8.31**		12.10PM
		5.0 VEVAY	22.6	f 6.50			12.25	7.45		**8.37**	8.13		11.58AM
Auto. Block Signals		5.2 STRAUSS	17.4	f 6.44			12.19	**7.39**		8.13	8.03		**11.39**
		5.5 LIZARD	11.9	f 6.35			12.11	7.31		**7.52**	**7.52**		11.07
Track No. 1	TO-R	4.2 ANAPRA Junction South Line	7.7	f 6.28	10.13AM	11.08AM	12.03PM	7.23	f 8.32PM	7.32	7.42	9.17AM	10.42
		2.5 BRICKLAND (Spur)	5.2										
GH & SA Track 1		1.0 RIO GRANDE (No Siding)	4.2	6.23AM	10.08AM	11.03AM	11.58AM	7.18PM	8.24PM	7.25AM	7.35AM	9.05AM	10.35AM
				Trains and Engines using G. H. and S. A. Ry. tracks, will be governed by time table of G. H. & S. A. Ry., El Paso Division.									
Track No. 1		TOWER 6 Jct. G.H. & S.A. Tracks 1 and 2	1.2	6.13AM	9.58AM	10.53AM	11.48AM	7.08PM	8.13PM	7.14AM	7.24AM	8.54AM	10.24AM
	TO-R	0.4 EL PASO Union Passenger Depot	0.8	s 6.10 5.35	9.55AM	s 10.50 10.35	s 11.45 11.30	7.05PM	s 8.10				
		0.1 TOWER 66 G. H. & S. A. Crossing	0.7										
	TO-R	1.1 EL PASO Octavia Sreet Pac. Lines	– 0.4	5.23AM		10.23AM	11.18AM		7.55PM	7.00AM	7.10AM	8.40AM	10.10AM
		(148.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Mon. Wed. Fri.	Leave Daily
		Time Over District		(4.39)	(0.18)	(0.30)	(3.51)	(3.36)	(0.37)	(11.45)	(9.10)	(0.37)	(11.30)
		Average speed per hour		32.00	18.33	15.40	38.64	41.33	12.48	12.66	16.23	12.48	12.93

Schedule time and train orders apply at Anapra as follows:
Westward trains—WEST switch of EAST crossover;
Eastward trains—EAST switch of WEST crossover;
(north line)
Eastward trains—EAST switch of EAST crossover.
(south line)

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph Rule S-90 schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard, employes are subject to rules and regulations of that Company.

South Line is El Paso (Octavia St.)—Tower 6, North Line is Rio Grande—Lordsburg.

EASTWARD DOUGLAS SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS		Distance from San Francisco		Time Table No. 6 March 20, 1927	Distance from Douglas	FIRST CLASS		THIRD CLASS	
	326	188	312	186	310	2	4					103	3	185	187
	Freight	Ore	Freight	Local Freight	Freight	Californian	Golden State Limited					Argonaut	Golden State Limited	Local Freight	Ore
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
94-81 IYPC	**6.31PM**		10.00AM		3.01AM	1.58PM	10.14AM	1023.6	Automatic Block Signals	TO-R MESCAL	84.9	6.01PM	**6.31PM**		
										2.4					
78 P	6.40		**10.17**		3.11	f 2.02	**10.17**	1024.5		MIRAMONTE	82.5	f 5.56	6.27		
										4.1					
79 WP	6.48		10.32		3.18	f 2.07	10.22	1028.6		WHETSTONE	78.4	f 5.51	6.22		
										6.9					
87 P	7.09		10.44		3.30	f 2.16	10.30	1035.5		SAN JUAN	71.5	f 5.41	6.13		
										7.6					
80 P	7.22		10.57		3.43	f 2.26	10.40	1043.1		BOQUILLAS	63.9	f 5.30	6.03		
										3.3					
P	7.28		11.03	9.15AM	3.49	2.30	10.44	1046.4		BENSON JCT.	60.6	5.25	5.59	3.10PM	
										1.4					
								1047.8		S. P. R. R. CROSSING	59.2				
										0.4					
79 WYKPFB	7.44		11.30	9.54	4.20	s **2.41**	f 10.55	1048.2		TO FAIRBANK	58.8	s 5.19	f 5.53	**2.41**	
										6.5					
75 P	7.58		11.50AM	10.10	4.35	f 2.50	11.04	1054.7		CHARLESTON	52.3	f 5.01	5.42	1.25	
										4.1					
70 WYPK	8.08		12.03PM	10.30	4.45	s 2.58	11.09	1058.8		TO LEWIS SPRINGS	48.2	s 4.54	5.37	1.10	
										6.1					
81 P	8.21		12.16	10.45	4.58	f 3.06	11.17	1064.9		SAN PEDRO	42.1	f 4.44	5.29	12.55	
										4.1					
80 WP	8.35		**12.30**	11.00	5.13	s 3.14	11.22	1069.0		TO HEREFORD	38.0	f 4.37	5.24	**12.30PM**	
										6.1					
79 P	9.00		12.45	**11.30**	5.34	f 3.22	**11.30**	1075.1		STARK	31.9	f 4.28	5.16	11.59AM	
										5.8					
70 70 P	9.28		1.00	**11.47AM**	5.50	s 3.32	11.37	1080.9		NACO	26.1	f 4.19	5.09	**11.47 11.32**	
										4.1					
224 WYPCB	9.58	4.27PM	1.20	1.00PM	6.09	s **3.56**	s 11.48	1085.0		TO-R BISBEE JUNCTION	22.0	s 4.10 **3.56**	s 5.03	11.00	2.40PM
										4.7					
83 P	10.10	**4.47**	1.32	1.12	6.20	f 4.05	11.57AM	1089.7		CROOK	17.3	f 3.43	**4.47**	9.35	2.20
										3.8					
5	10.18		1.40	1.20	6.28	f		1093.5		SILICA (Spur)	13.5	f		9.20	2.07
										3.4					
81 WP	10.25	5.07	**1.54**	1.30	6.35	f 4.15	12.07PM	1096.9		FORREST	10.1	f 3.33	4.37	9.10	**1.54 1.25**
										7.4					
76 P	10.38	5.27	2.10	1.45	6.48	f **4.28**	12.17	1104.3		CALUMET	2.7	f 3.24	**4.28**	8.40	1.10
										2.7					
Yard WFYTBKPC	10.48PM	5.38PM	2.20PM	2.05PM	6.58AM	s 4.38PM	s 12.24PM	1107.0		TO-R DOUGLAS	0.0	3.19PM	4.22PM	8.30AM	1.00PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			84.9		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.17)	(1.11)	(4.20)	(4.50)	(3.57)	(2.40)	(2.10)			Time Over District		(2.42)	(2.09)	(6.25)	(1.11)
	19.81	18.59	19.59	12.16	21.49	31.83	39.18			Average speed per hour		31.44	39.48	13.23	18.59

Westward trains are superior to trains of the same class in the opposite direction: Except: No. 187 is superior to No. 188.

Schedule time and train orders apply at passenger station Douglas.

Nos. 103 and 3 take tank water Fairbank.

Nos. 185 and 186 do mixed train work between Fairbank and Benson Junction in connection with same trains on Benson-Fairbank Branch.

Trains except first class, must move with caution between Douglas and west Switch Calumet and lookout for yard engines occupying main track.

Schedule time and train orders Nos. 3 and 2 at Calumet apply at crossover switch.

That part of the siding East of crossover must be kept clear for Schedule meet of Nos. 2 and 3.

Mescal-Douglas is South Line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers To or Beyond		From or Beyond
103	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso

EASTWARD

HACHITA SUBDIVISION

WESTWARD

	SECOND CLASS		FIRST CLASS								Time Table No. 6 March 20, 1927		FIRST CLASS			THIRD CLASS
Capacity of Sidings in Car Lengths	326	312	126	310	8	2	4	Distance from San Francisco				Distance from Hachita	7	103	3	125
	Freight	Freight	Local Freight	Freight	Mixed	Californian	Golden State Limited						Mixed	Argonaut	Golden State Limited	Local Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
WFYTBKPC Yard	11.00PM	2.25PM	9.40AM	7.20AM	8.20PM	4.48PM	12.34PM	1107.0	Automatic Block Signals	TO-R	DOUGLAS 4.8	99.3	s 6.50AM	s 3.09PM	s 4.11PM	1.55PM
74 P	11.30	**2.56**	10.00	7.52	f 8.45	f 5.00	12.44	1111.8			ACACIA 3.9	94.5	f 6.31	**2.56**	3.58	1.35
45 P	11.55PM	**3.52**	10.25	8.17	f 9.02	f 5.10	12.50	1115.7			LEE 4.5	90.6	f 6.23	2.50	**3.52**	1.25
12						f		1120.2			COLLEGE PEAK (Spur) 0.9	86.1				
78 WP	12.21AM	4.24	11.00	8.43	f 9.30	f 5.22	**1.00**	1121.1			CAZADOR 9.5	85.2	f 6.09	2.40	3.41	**1.00**
59 P	12.43	4.52	11.30	9.05	f 9.57	f 5.36	1.14	1130.6		TO	BERNARDINO 7.1	75.7	f 5.44	f 2.26	3.26	12.13PM
49 P	12.59	5.08	11.50AM	9.21	f 10.15	f 5.46	1.24	1137.7			CHIRICAHUA 9.4	68.6	f 5.28	f 2.16	3.15	11.40AM
48 WP	1.20	5.27	12.20PM	9.40	f 10.33	f 5.59	1.36	1147.1			APACHE 5.6	59.2	f 5.03	f 2.04	3.02	11.17
80 P	1.30	5.37	12.42	9.50	f 10.43	f 6.07	1.42	1152.7			MORA 6.0	53.6	f 4.50	1.58	2.56	10.50
58 WPC	1.50	6.03	**1.51**	**10.10**	s 11.03	s 6.19	**1.51**	1158.7		TO	RODEO 5.2	47.6	s 4.37	s **1.51**	2.49	**10.10**
79 P	2.04	6.15	2.07	10.22	f 11.14	f 6.27	1.57	1163.9			APAN 6.6	42.4	f 4.13	1.35	2.42	9.45
48 P	2.27	**6.37**	**2.33**	10.42	f 11.30	f **6.37**	2.06	1170.5			PRATT 5.4	35.8	f 4.00	1.26	**2.33**	9.28
76 P	2.37	6.55	2.43	10.57	f 11.40	f 6.45	2.12	1175.9		TO	ANIMAS 5.5	30.4	f 3.47	f 1.20	2.27	9.05
79 WP	2.47	7.05	2.58	11.07	f 11.52PM	f 6.53	**2.21**	1181.4			ANTELOPE 6.4	24.9	f 3.34	1.13	**2.21**	8.35
59 P	**3.13**	7.16	3.30	11.22	f 12.03AM	f 7.02	2.29	1187.8			PLAYAS 5.6	18.5	f **3.13**	1.05	2.09	8.00
79 P	3.23	7.32	3.42	11.40	f 12.16	f 7.11	2.35	1193.4			GRADE 4.7	12.9	f 3.01	12.59	2.02	7.50
84 P	3.34	7.47	4.00	11.53AM	f 12.29	f 7.18	2.41	1198.1			VISTA 4.8	8.2	f 2.51	12.54	1.56	7.40
79 P	3.43	7.56	4.15	12.02PM	f 12.38	f 7.25	2.46	1202.9			MINERO 3.4	3.4	f 2.34	12.48	1.50	7.30
WFYBKPC Yard	3.55AM	8.10PM	4.30PM	12.15PM	s 12.50AM	s 7.33PM	s 2.54PM	1206.3		TO-R	HACHITA	0.0	2.25AM	12.43PM	1.45PM	7.20AM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(99.3)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
	(4.55) 20.19	(5.45) 16.26	(6.50) 14.53	(4.55) 20.19	(4.30) 22.06	(2.45) 36.10	(2.20) 42.55				Time Over District Average speed per hour		(4.25) 22.48	(2.26) 45.53	(2.26) 45.53	(6.35) 15.08

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger stations Douglas and Hachita.

Douglas-Hachita is South Line

Additional Stations:	
Silver Creek	199.9
Pot Hook	129.2

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers To (or Beyond)	Passengers From (or Beyond)
7	Pot Hook	Receive or Discharge	Any Station	Any Station
8	Pot Hook	Receive or Discharge	Any Station	Any Station
7	Silver Creek	Receive or Discharge	Any Station	Any Station
8	Silver Creek	Receive or Discharge	Any Station	Any Station
103	Any Station	Discharge		East of El Paso
103	Any Station	Receive	Yuma	

NOTE: Flag stops on schedule No. 103 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

No. 2 stop at Pot Hook on request express messenger.

EASTWARD

EL PASO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco		Time Table No. 6 March 20, 1927	Distance from Anapra	FIRST CLASS			THIRD CLASS	
	312	310	124	172	326	2	4	8					103	3	7	123	171
	Freight	Freight	Local Freight	Mixed	Freight	Californian	Golden State Limited	Mixed					Argonaut	Golden State Limited	Mixed	Local Freight	Mixed
	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Wednesday Only
WFYBKPC Yard	8.30PM	**12.38**PM	7.00AM	6.45AM	4.00AM	7.38PM	2.59PM	**1.40**AM	1206.3	TO-R	HACHITA	110.8	s **12.38**PM	s 1.40PM	s **1.40**AM	3.55PM	s 6.30PM
61 P	8.57	1.04	7.25	f 7.15	4.35	f 7.50	3.08	f 2.12	1212.6		6.3 CONTINENTAL	104.5	12.26	1.27	f 1.17	3.28	f 6.10
79 P	9.07	**1.20**	7.50	f 7.30	4.47	f 7.57	**3.14**	f 2.27	1218.1		5.5 VICTORIO	99.0	12.20	**1.20**	f 1.05	**3.14**	f 5.48
75 P	9.20	1.35	8.10	f 7.45	5.00	f 8.07	3.23	f 2.42	1225.6		7.5 SAVOYA	91.5	12.12	1.11	f 12.50	2.52	f 5.15
37-78 WYP	9.35	1.48	8.45	s 8.00AM	5.10	f 8.15	3.31	f 2.54	1230.9		5.3 HERMANAS	86.2	12.04PM	1.03	f 12.32	2.38	5.00PM
80 P	9.45	**2.00**	9.00		5.20	f 8.22	3.37	f 3.04	1236.0		5.1 FORD	81.1	11.57AM	12.56	f 12.18	**2.00**	
58 P	9.58	2.12	9.20		5.35	f 8.31	3.44	f 3.20	1242.9		6.9 MIMBRES	74.2	11.49	12.47	f 12.05AM	1.33	
84 WPC	10.21	2.30	9.50		6.01	s 8.49	3.56	s 3.55	1250.3	TO	7.4 COLUMBUS	66.8	s 11.37	12.35	s 11.40PM	1.00	
80 P	10.35	2.42	10.01		6.15	f 8.58	4.04	f 4.10	1256.8		6.5 MIRIAM	60.3	11.25	12.26	f 11.04	12.36	
79 P	**10.52**	2.54	10.13		6.30	f 9.07	4.12	f 4.25	1263.6		6.8 ARENA	53.5	11.18	**12.18**	f **10.52**	**12.18**PM	
79 P	11.12	3.09	10.22		6.45	f 9.15	4.19	f 4.36	1268.9		5.3 ALTAIR	48.2	11.12	12.12	f 10.42	11.45AM	
77 P	11.27	3.23	10.32		7.00	f 9.23	4.25	f 4.50	1274.5		5.6 MALPAIS	42.6	11.06	12.06	f 10.30	11.20	
80 P	11.36	3.31	**11.01**		7.11	f 9.29	4.30	f 5.02	1278.5		4.0 MONUMENT	38.6	**11.01**	12.01PM	f 10.17	**11.01**	
80 WP	11.51PM	3.57	11.20		7.24	f 9.39	4.39	f 5.25	1285.6		7.1 MT. RILEY	31.5	10.52	11.51AM	f 10.01	10.37	
80 P	12.03AM	4.16	**11.44**AM		7.34	f **9.48**	4.48	f 5.45	1291.2		5.6 POTRILLO	25.9	10.46	**11.44**	f **9.48**	10.25	
79 FWP	12.20	4.31	12.01PM		7.48	f 9.59	4.59	f 6.10	1299.0		7.8 NORIA	18.1	10.37	11.34	f 9.20	10.01	
79 P	12.37	4.48	12.22		8.05	f 10.12	5.12	f 6.35	1308.9	A. B. S.	9.9 MASTODON	8.2	10.25	11.21	f 8.50	9.41	
44 P	12.54AM	5.05PM	12 43PM		8.35AM	f 10.25PM	5.25PM	f 7.00AM	1317 1	TO-R	8.2 ANAPRA Junction North Line	0.0	10.13AM	11.08AM	8.32PM	9.17AM	
	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.8)		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Wed. Only
	(4.24)	(4.27)	(5.43)	(1.15)	(4.35)	(2.47)	(2.26)	(5.20)			Time Over District		(2.25)	(2.32)	(5.08)	(6.38)	(1.30)
	25.18	24.89	19.38	19.68	24.17	39.80	45.53	20.77			Average speed per hour		45.84	43.73	21.58	16.70	16.40

Westward trains are superior to trains of the same class in the opposite direction

Schedule time and train orders apply at passenger station Hachita.

Nos. 3 and 103 take water at Noria or Mt. Riley instead of Columbus, if necessary, account using sprinkler.

Schedule time and train orders apply at Anapra as follows:

Westward trains—WEST switch of EAST crossover;

Eastward trains—EAST switch of WEST crossover;
(north line)

Eastward trains—EAST switch of EAST crossover.
(south line)

Anapra-Hachita is South Line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
103	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso

DOUGLAS SUBDIVISION

BISBEE BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 182 Ore Leave Daily	SECOND CLASS 184 Local Leave Daily Except Sun.	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	THIRD CLASS 183 Local Arrive Daily Except Sun.	THIRD CLASS 181 Ore Arrive Daily
224 WYPBKC	2.55PM	10.10AM	1085.0	TO-R	BISBEE JUNCTION	239.1	10.55AM	4.10PM
					3.2			
	3.10	10.20	1088.3		CORTA	242.3	10.45	3.54
					1.5			
225 YWP	3.25PM	10.30AM	1089.8	R	DON LUIS	243.8	10.35AM	3.48PM
					1.0			
51 W			1090.8	Auto. Block Signals	GALENA	244.8		
					0.9			
39 WPC			1091.7		LOWELL	245.7		
					1.2			
42 KPB			1092.9	TO	BISBEE	246.9		
	Arrive Daily	Arrive Daily Except Sun			(7.8)		Leave Daily Except Sun.	Leave Daily
	(0.30)	(0.20)			Time Over District		(0.20)	(0.22)
	9.40	14.10			Average speed per hour		14.10	12.81

East leg of wye at Bisbee Junction is main track of Bisbee line.
Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.
Only Nos. 182 and 184 register at Don Luis.

DOUGLAS SUBDIVISION

BISBEE BRANCH LOWELL CUT OFF

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso
	1088.3		CORTA	242.3
			1.3	
6	1089.6		WARREN (Spur)	243.6
			1.5	
39 PWC	1091.7	R	LOWELL	245.7
			(2.8)	
			Time Over District	
			Average speed per hour	

HACHITA SUBDIVISION

COÇHISE-DOUGLAS BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 170 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso and distance from Cochise	SECOND CLASS 169 Mixed Arrive Tues. Thurs. Sat.
WFYTBKPC Yard	8.00AM	1107.0	TO-R	DOUGLAS	217.1	s 12.33PM
				19.5		
17	f 9.09	1104.1		McNEAL	234.6	s 11.15AM
				5.6		
13	f 9.35	1098.5		ELFRIDA (Spur)	240.2	f 11.00
				1.5		
7		1097.0		SPARKS (Spur)	241.7	
				1.8		
6	f 9.50	1095.2		WEBB (Spur)	243.5	f 10.40
				2.9		
31 WYP	10.10 s 10.52	1092.3	TO-R	KELTON S. P. R. R. Crossing	246.4 28.4	10.20 s 9.42
				6.9		
14	f 11.20	1085.4		MIDWAY	21.5	f 9.20
				5.7		
96 YP	s 11.40AM	1079.7	TO	PEARCE	15.8	s 9.00
				8.3		
24 WP	f 12.05PM	1071.4		SERVOSS	7.5	f 8.30
				7.5		
48 BKFYP	s 12.37PM	1063.9	TO-R	COCHISE	0.0	8.00AM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(3.55)			Time Over District		(3.55)
	15.24			Average speed per hour		15.24

HACHITA SUBDIVISION

COURTLAND BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 178 Mixed Leave Tues. Thurs.	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	THIRD CLASS 179 Mixed Arrive Tues. Thurs.
31 WYP	9.45AM	1092.3	TO-R	KELTON	246.4	s 10.16AM
				2.8		
37 Y	f 9.53	1095.4		GLEESON JCT.	249.2	f 10.08
				1.7		
32 YP	s 10.00AM	1097.1		COURTLAND	250.9	10.01AM
	Arrive Tues. Thurs.			(4.5)		Leave Tues. Thurs.
	(.15)			Time Over District		(.15)
	18.00			Average speed per hour		18.00

HACHITA SUBDIVISION

GLEESON BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 176 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from Cochise	THIRD CLASS 177 Mixed Arrive Mon. Wed. Fri.
31 WYP	10.12AM	1092.3	TO-R	KELTON	28.4	s 10.49AM
				3.2		
24	f 10.21	1095.5		HOLMES	31.6	f 10.40
				3.0		
48 YP	s 10.30AM	1098.5		GLEESON	34.6	10.31AM
	Arrive Mon. Wed. Fri.			(6.2)		Leave Mon. Wed. Fri
	(0.18)			Time Over Dstrict		(0.18)
	20.66			Average speed per hour		20.66

Westward trains are superior to trains of the same class in the opposite direction.

HACHITA SUBDIVISION

LORDSBURG-HACHITA, AND CLIFTON BRANCHES

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 174 Mixed Leave Daily	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	SECOND CLASS 175 Mixed Arrive Daily
WFYBKFCP Yard	7.00AM	1206.3	TO-R	HACHITA 6.5	117.8	s 1.15PM
9	f 7.15	1179.2		BAKER (Spur) 10.7	124.3	f 12.40
59 WP	f 7.40	1168.5		BROCKMAN 10.6	135.0	f 12.01PM
61	f 8.05	1157.9		ROBERT 9.6	145.6	f 11.30AM
67	f 8.30	1148.3		OIL SIDING 1.0	155.2	f 11.00
I		1147.3		S. P. R. R. CROSSING 0.2	156.2	
58		1147.5		NORTH LINE JUNCTION 1.2	156.4	
WPYTBKFC Yard	s 9.20 10.30	1148.3	TO-R	LORDSBURG 9.8	157.6	10.35 s 9.50
57	f 10.55	1156.2		VEITCH 9.1	165.1	f 9.23
49 P	f 11.15	1165.3		SUMMIT 5.5	174.2	f 9.01
37	f 11.27	1170.8		FOSTER 5.4	179.7	f 8.48
44	f 11.39	1176.2		THOMSON 4.7	185.1	f 8.35
11	f 11.50AM	1180.9		FRANKLIN 3.4	189.8	f 8.24
83 WP	¶s 12.35PM	1184.3	TO	DUNCAN 2.6	193.2	s 8.16
19	f 12.43	1186.9		FOX 5.7	195.8	f 8.03
63	f 12.57	1192.6		SHELDON 6.5	201.5	f 7.49
48	f 1.15	1199.1		YORK 6.1	208.0	f 7.31
75 WP	f 1.34	1205.2		GUTHRIE 4.6	214.1	f 7.12
35 P	f 1.51	1209.8		SOUTH SIDING 1.6	218.7	f 6.55
19	f 1.56	1211.4		NORTH SIDING (Spur) 2.8	220.3	f 6.50
49 P	f 2.35	1214.2		SMELTER 2.1	223.1	f 6.41
WTPBKC Yard	s 2.50PM	1216.3	A B.S.{ TO-R	CLIFTON	225.2	6.30AM
	Arrive Daily			(109.7)		Leave Daily
	(6.40)			Time Over District		(6.00)
	16.45			Average speed per hour		18.28

Automatic Block Signals Clifton extend between M. P. 225.42 and 224.80. Derails and fouling points on connecting tracks are not connected to signals.

Attention is called to Lordsburg being on North Main Line. Movements between North Line Junction and Lordsburg must be made under Rule 99. Nos. 174 and 175 stop at Muir, Mile Post 142, and No. 175 stops at Centre St., Clifton, for passengers.

HACHITA SUBDIVISION

VALEDON BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso
67	1148.3	OIL SIDING 3.2	155.2
9	1150.1	SHAKESPEARE (Spur) 0.6	158.2
5	1150.7	LAWRENCE (Spur) 0.5	158.8
Yard P	1151.2	VALEDON	159.3
		(4.3)	

Yard limits of Oil Siding include Valedon Line.

DOUGLAS SUBDIVISION

TOMBSTONE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 166 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	SECOND CLASS 165 Mixed Arrive Daily Ex. Sunday
79 FWYPKB	2.50PM	1048.2	TO-R	FAIRBANK 9.0	275.9	s 4.27PM
WY 32	s 3.17PM	1057.5	TO-R	TOMBSTONE	284.9	4.00PM
	Arrive Daily Ex. Sunday			(9.0)		Leave Daily Ex. Sunday
	(0.27)			Time Over District		(0.27)
	20.00			Average speed per hour		20.00

EL PASO SUBDIVISION

DEMING-HERMANAS, AND TYRONE BRANCHES

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 172 Mixed Leave Wed. Only	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	SECOND CLASS 171 Mixed Arrive Wed. Only
122 WYP	8.20AM	1230.9		HERMANAS 9.1	93.2	s 4.45PM
46	f 8.43	1228.7		TOMERLIN 6.2	102.7	f 4.13
4	f 8.58	1222.5		MIDWAY (Spur) 6.0	108.9	f 3.55
31	f 9.12	1216.5		HONDALE (Spur) 10.0	114.9	f 3.40
162 YP		1207.0		NORTH LINE JUNCTION 1.0	124.9	
Yard PWYBKC	s 9.40 9.48	1208.0	TO-R	DEMING 2.6	125.9	3.10 s 2.55
		1206.7		S. P. R. R. CROSSING 0.2	124.6	
	9.58AM	1206.9		WHITNEY JUNCTION 33.3	124.8	2.45PM

Trains be governed by Time Table of the A. T. & S. F. Railway Company, Whitney Jct.—Burro Mtn. Jct.

Capacity of Sidings in Car Lengths	172	Distance from San Francisco		STATIONS	Distance from El Paso	171
Y	11.00AM	1240.2	R	BURRO MTN. JCT. 11.0	158.1	1.20PM
50	11.53AM	1251.2		MILL SPUR 1.5	169.1	12.45
56 Y	s 12.05PM	1252.7		TYRONE	170.6	12.15PM
	Arrive Wed. Only			(80.9)		Leave Wed. Only
	(3.45)			Time Over District		(4.30)
	21.56			Average speed per hour		17.96

Movement North Line Junction to Deming station must be made as required by Rule 99, when main track used.

DOUGLAS SUBDIVISION

FT. HUACHUCA BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 160 Mixed Leave Daily Ex. Sunday	162 Mixed Leave Daily	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distanco from El Paso	SECOND CLASS 159 Mixed Arrive Daily	161 Mixed Arrive Daily Ex. Sunday
70 KWYP	5.05PM	3.10PM	1058.8	TO-R	LEWIS SPRINGS 10.1	265.3	s 2.25PM	s 4.45PM
28	f 5.30	f 3.35	1068.9		GARDEN CANON 3.1	275.4	f 2.00	f 4.20
35 YBC	s 5.40PM	s 3.45PM	1072.0	TO-R	FT. HUACHUCA	278.5	1.50PM	4.10PM
	Arrive Daily Ex. Sunday	Arrive Daily			(13.2)		Leave Daily	Leave Daily Ex. Sunday
	(0.35)	(0.35)			Time Over District		(0.35)	(0.35)
	22.62	22.62			Average speed per hour		22.62	22.62

DOUGLAS SUBDIVISION

BENSON-FAIRBANK BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 186 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from El Paso	SECOND CLASS 185 Mixed Arrive Daily Ex. Sunday
Yard WFYPBKC	7.30AM	1032.6	TO-R	BENSON 5.5	295.7	s 4.30PM
9	f 7.45	1038.1		ST. DAVID (Spur) 1.7	290.2	f 3.48
20 P	s 8.40	1039.8	TO	CURTISS 2.6	288.5	s 3.38
13	f 8.50	1042.4		LAND 6.1	285.9	f 3.28
	f	1048.5		CONTENTION (No Siding) 2.1	279.8	f
P	s 9.10AM	1046.4		BENSON JCT.	277.7	3.10PM
	Arrive Daily Ex. Sunday			(18.0)		Leave Daily Ex. Sunday
	(1.40)			Time Over District		(1.20)
	10.80			Average speed per hour		13.50

Apache Powder Co. Spur M. P. 288.7 Nos. 186 and 185 stop for passengers.

Nos. 185 and 186 between Benson Junction and Fairbank do mixed train work in conection with same trains on Benson-Fairbank Branch.

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 172 is superior to No. 171, No. 166 is superior to No. 165, No. 162 is Superior to No. 161.

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from Bowie	FIRST CLASS			SECOND CLASS
	142 Local Freight	46 Passenger	152 Tonto	48 Passenger					47 Passenger	45 Passenger	151 Tonto	141 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard BKW YPFC	8.00AM	1.30PM	4.30AM		1098.4	TO-R	BOWIE 0.8	0.0	s 11.40AM		s 11.55PM	5.45PM
Yard	8.05				1098.7		NORTH YARD 8.7	0.8				5.40
59 P	8.25	f 1.49	4.49		1107.4		ESCALA 5.1	9.5	f 11.11		11.30	5.15
19 P		f 1.57	4.57		1112.5		ARKILL 5.3	14.6	f 11.03		11.22	
50 FWP	8.55	f 2.05	5.05		1117.8		TANQUE 7.3	19.9	f 10.55		11.14	4.45
44 P	9.20	f 2.18	5.16		1125.1		HAECKEL 7.5	27.2	f 10.44		11.03	4.20
62 P	9.40	s 2.33	5.28		1132.6	TO	SOLOMON 2.7	34.7	s 10.31		10.50	4.04
7		f			1135.3		LONE STAR 2.2	37.4	f			
115 WP	**10.21**	s **2.49**	s 5.41		1137.5	TO	SAFFORD 3.1	39.6	s **10.21**		s 10.42	**2.49**
59 P	11.20AM	s 2.59	5.46		1140.6	TO	THATCHER 2.5	42.7	s 10.09		10.34	2.15
9		f 3.04			1143.1		CENTRAL 2.5	45.2	f 10.03			
58 YP	12.10PM	s 3.13	f 5.54		1145.6	TO	PIMA 1.1	47.7	s 9.58		f 10.26	1.47
70 P	12.15	f 3.16			1146.7		DUBLIN 2.2	48.8	f 9.55			1.40
7		f 3.20			1148.9		GLENBAR 4.1	51.0	f 9.51			
67 P	12.30	f 3.28			1153.0		CORK 1.8	55.1	f 9.44			1.25
3		f 3.31			1154.8		ASHURST 4.5	56.9	f 9.41			
121 P	**1.10**	s 3.41			1159.8	TO	FT. THOMAS 4.9	61.4	s 9.33		10.04	**1.10**
70 CWFP	1.25	s 3.51	f 6.23		1164.2		GERONIMO 5.9	66.3	s 9.23		f 9.56	12.55
64 P	1.40	f 4.00	6.32		1170.1		BYLAS 6.7	72.2	f 9.12		9.46	12.40
59 P	1.55	f 4.12	6.43		1176.8		CALVA 7.0	78.9	f 9.00		9.34	12.25
63 P	2.10	f 4.24	6.54		1183.8		NACHES 6.6	85.9	f 8.48		9.22	12.05PM
73 WP	2.25	s 4.39	s 7.07		1190.4	TO	SAN CARLOS 6.8	92.5	s 8.34		s 9.08	11.50AM
13 P		f 4.53	7.20		1197.2		PERIDOT 3.8	99.3	f 8.20		8.54	
55 WP	2.54	s 5.01	7.27		1201.0		RICE 6.8	103.1	s 8.13		8.47	11.15
44 P	3.10	f 5.15	7.39		1207.8		REPPY 1.7	109.9	f 8.00		8.35	10.50
No Siding		f 5.19			1209.5		GILSON 4.0	111.6	f 7.57			
160 WP	3.25	f 5.29	**7.49**		1213.5		CUTTER 5.8	115.6	f **7.49**		8.24	10.35
23 P	3.50	f 5.43	8.01		1219.3		PINAL 2.2	121.4	f 7.28		8.12	10.13
Yard CKBWFTP	4.05PM	s 6.00	s 8.10AM	6.00AM	1221.5	TO-R	GLOBE 0.6	123.6	s 7.20	s 7.21PM	8.05PM	10.00AM
No Siding					1222.1		DOMINION 0.4	124.2				
No Siding		s		s	1222.5		LIBRARY 0.3	124.6				
8					1222.8		U. G. CO. 1.2	124.9				
8		f 6.08		f 6.07	1224.0		HAMM 1.3	126.1	f 7.09	f 7.13		
3					1225.3		KINGDON 0.9	127.4				
17		f 6.14		f 6.13	1226.2		RADIUM 1.1	128.3	f 7.03	f 7.07		
6		f 6.17		f 6.16	1227.3		BURCH 2.0	129.4	f 7.00	f 7.04		
5		f 6.21		f 6.20	1229.3		KISER 0.9	131.4	f 6.56	f 7.00		
15		f 6.24		f 6.23	1230.2		CLAYPOOL 0.8	132.3	f 6.53	f 6.57		
No Siding		f 6.28		f 6.27	1231.0		HILL ST. 0.9	133.1	f 6.49	f 6.53		
Yard WYP		s 6.33PM		s 6.31AM	1231.9	TO-R	MIAMI	134.0	6.45AM	6.48PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(134.00)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.05) 15.29	(5.03) 26.53	(3.40) 37.70	(0.31) 20.12			Time Over District Average speed per hour		(4.55) 27.25	(0.33) 18.90	(3.50) 32.24	(7.45) 15.94

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from Miami
Yard WYP	1231.9	TO-R	MIAMI 1.1	0.0
	1233.0		INSPIRATION JCT. 1.2	1.1
	1234.2		LIVE OAK	2.3
			(2.3)	

Inspiration Junction to Tunnel Warehouse: 0.71 miles. Live Oak Line included in Miami yard limits

BOWIE SUBDIVISION
AMSTER BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distanse from Globe
Yard CKBWFTP	1221.5	TO-R	GLOBE 0.8	0.0
16	1220.7		AMSTER JCT. 4.7	0.8
15	1225.2		GARDNER 0.1	5.5
15	1225.3		McGAW 0.1	5.6
12	1225.4		AMSTER	5.7
			(5.7)	

McGaw—Derailer on Tracks leading to Right and Left. Amster Line included in Globe yard limits.

DOUGLAS SUBDIVISION
CALABASAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	2d CLASS	Distance from San Francisco		Time Table No. 6 March 20, 1927 STATIONS	Distance from Calabasas	SECOND CLASS
	168 Mixed					167 Mixed
	Leave Tues. Thurs. Sat.					Arrive Mon. Wed. Fri.
47 PWFYKB	4.40PM	1048.2	TO-R	FAIRBANK 0.7	60.0	s 1.00PM
		1051.7		S. P. R. R. CROSSING 5.3	59.3	
15	f 4.57	1057.0		BROOKLINE 5.5	54.0	f 12.33
39	s 5.14	1062.5		CAMPSTONE 11.3	48.5	s 12.17PM
35 PW	s 5.50	1073.8		ELGIN 2.2	37.2	s 11.43AM
6	f	1076.0		CANELO 6.1	35.0	f
39	s 6.22	1082.1		SONOITA 6.3	28.9	s 11.22
	f	1088.4		ASHBURN (No Siding) 3.6	22.6	f
37	f 6.50	1092.0		CRITTENDEN 3.1	19.0	f 10.55
38 W	s 7.05	1095.1	TO	PATAGONIA 3.2	15.9	s 10.47
5		1098.3		FLUX (Spur) 0.3	12.7	f
29	f 7.20	1098.6		FARALLON 0.8	12.4	f 10.32
14	f 7.24	1099.4		BLOXTON 2.6	11.6	f 10.28
18	f 7.33	1102.0		SANFORDS 2.9	9.0	f 10.16
	f	1104.9		FULLERS RANCH (No Siding) 6.1	6.1	f
31 YP	s 8.15PM	1111.0	R	CALABASAS	0.0	9.40AM
	Arrive Tues. Thurs. Sat.			(79.5)		Leave Mon. Wed. Fri.
	(3.35) 16.74			Time Over District Average speed per hour		(3.20) 18.00

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 46 is superior to No. 45, No. 48 is superior to No. 47; and No. 152 is superior to No. 47.

All trains and engines must move on Globe Branch main track, between East switch of North Yard, and passenger station, at Bowie, with caution, expecting to find main track occupied.

Trains 167 and 168 stop on signal at Perrin Trust Ranch House 2.8 miles East of Canelo.

Junction switch of Rio Grande Division at Calabasas will be set and locked for the Tucson Division, Nogales Line.

TUCSON { FOLLOWING IS SHOWN IN TUCSON DIVISION TIME TABLE NO 93 AND RIO GRANDE DIVISION TRAIN AND ENGINEMEN WILL BE GOVERNED ACCORDINGLY.

EASTWARD — GILA SUBDIVISION — WESTWARD

SOUTH LINE

Time Table No. 93

March 20, 1927

Car Capacity of Sidings		Distance from San Francisco	STATIONS	Distance from El Paso
P		982.8	SOUTH LINE JCT.	341.9
			1.7	
PCW Yard		984.5	SOUTH YARD	340.2
			2.0	
P		986.5	SOUTH LINE CROSSING	338.2
			2.0	
P	85	988.5	ALDONA	336.2
			1.9	
P		990.4	SOUTH YARD JCT.	334.3
			(7.6)	

All trains and engines stop before passing over railroad crossing of T. & N. Line and South Line tracks.

Trains and yard engines must stop and be preceded by a flagman before crossing Congress and Simpson Sts., South Yard, Tucson.

Trains and engines must move between South Yard Jct. and South Line Jct., Tucson yard, with caution expecting to find main track occupied. The track on the left as viewed in moving from South Line Junction to South Yard will be used as main lead in both directions.

All trains and engines must move on Nogales Branch Main track, between South Line crossing and North Yard, Tucson, including both legs of wye, with caution expecting to find main track occupied without flag protection.

Rio Grande Division crews delivering train in South Yard will return to North Line Yard via South Line crossing and T. & N. main track.

Move with caution in South Yard, giving warning with engine bell and whistle to P. F. E. employes and others.

Sufficient hand brakes must be set on west end and east end (not less than 15 and 10 respectively) of all freight trains arriving North Yard, Tucson. These brakes must be set with assistance of brake club after train has stopped in yard and brakes set commencing at west end of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are as many others set to replace them. Sufficient hand brakes must also be set to hold cars in South Yard, Tucson.

Two (2) hand brakes must be set on the head and two (2) on the rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

Conductors of all trains entering South Yard, will also allow Forms 2809 to accompany their train to South Yard and turned over to Car Inspectors in that yard. If car men not on duty, place form in coupler on the rear end of rear car in train.

Automatic block signal 9846 Nogales Branch near T. & N. R. R. Junction, Tucson, will indicate proceed when switches are lined for movement from Nogales Branch to westward Main Track.

Westward trains, except first class, must not pass crossover switch near automatic home signal 9851 east end Tucson Yard, without proceed signal from yardman.

Trains and yard engines, entering the Tucson Passenger Station Yard from T. & N. Line, except yard engines making up trains, must stop at car sheds, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the Puzzle Switch located opposite yard office without receiving a signal from yardman.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco.

F. E. Adams	Tucson
G. F. Van Sickle	Tucson
Wm. Baird	Yuma
E. M. Mather	Nogales
Davidson, G. D., Co.	El Paso, Texas
C. A. Sheldon	Phoenix. Ariz.
Cubitto Jewelry Co.	Globe, Ariz.
E. K. Miller	Douglas, Ariz.
Tossell, W. P., & Sons	Deming, N. M.
Gilman, L. L.	Bisbee, Ariz.
Codding, B. S.	Lowell, Ariz.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way **RULE 1015** are amended to read one-half (½) mile instead of one-quarter (¼) mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use:

Four long and one short sounds to recall flagman from the west.

Five long and one short sounds to recall flagman from the east, except South Line trains at Anapra recalling flagman from west, will use four long and one short sounds. Under this rule North Line trains entering or about to enter track 4 take necessary precautions to insure full protection.

Westward trains from South Line at Mescal when recalling flagman from east, five long and one short sounds.

RULE 72. Westward trains, using a section of double track as single track under Form D-S, are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only the trains indicated will register:

Trains originating and terminating at {Benson Cochise Deming
Fairbank Lewis Springs

Engineers of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with Roundhouse crew Dispatcher.

RULE 83 (B). Trains may register by ticket at open train order office as follows: Mescal, Bisbee Jct. (main line trains), Anapra.

RULE 83 (C). Extra trains will register by ticket at Mescal and Anapra.

RULE 83 (D). Trains must obtain a clearance card before leaving Bowie, Deming, Globe and Clifton and Clifton Line trains at Lordsburg.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Tucson
Benson
Bowie
Lordsburg
Deming
Fairbank
Lewis Springs
{Bisbee Jct.
{Bisbee
Douglas
Hachita
Columbus
El Paso
Tyrone
Oil Siding
Clifton
Safford
Globe
Miami

RULE 98. The following railroad crossings and junctions are not interlocked:

North Line Jct.—All trains will approach with caution.

Kelton—All trains will approach with caution.

Anapra—All trains will approach with caution.

Fairbank—Gate located on Calabasas Branch at crossing with South Line, west of Fairbank, is locked across Calabasas Branch Line. South Line trains will not stop when gate is in normal position, but will reduce speed to ten miles per hour when approaching and passing over crossing. Calabasas Branch trains will stop, open gate, and proceed with caution, and return gate to normal position.

RULE 104, 104(A), 104(B), 104(C), 104(D). Operator at Anapra will handle crossover switches between N. and S. Lines.

RULE D-151. Westward trains use No. 1 track, eastward trains use No. 2 track between west switch Mescal, Mile Post 1023, and Puzzle Switch located in front of Yard Office, Tucson Yard.

The North track of the GH&SA double track between GH&SA Octavia Street and Slag and the GH&SA track between Slag and Rio Grande will be known as GH&SA track No. 1.

The north track of Pacific Lines double track between El Paso Octavia Street Pacific Lines and Tower 6 and between Rio Grande and Anapra (crossovers) will be known as Pacific Lines track No. 1.

The South track of the GH&SA double track between Slag and GH&SA Octavia Street will be known as GH&SA track No. 2.

The South track of the Pacific Lines double track between Anapra (crossovers) and Pacific Lines Octavia Street via Bowen will be known as Pacific Lines track No. 4.

Pacific Lines track 1 from El Paso Octavia Street to Tower 6, GH&SA track 1, Tower 6 to Rio Grande, and Pacific Lines track 1 Rio Grande to Anapra (crossovers) will be westward main track of the Pacific Lines. Pacific Lines track 4 Anapra (crossovers) via Bowen to El Paso Octavia Street Pacific Lines, will be the eastward main track of the Pacific Lines.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

RULE 820. Enginemen working on territory covered by SP Enginemen's Agreement who have had less than 610 days actual experience as enginemen in freight service, and less than 60 days experience on the division, must not be used in passenger service. When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former EP&SW System will be governed by Article 28, Sections 8 and 9 of EP&SW Agreement.

RULE 866. It should be understood that Rule 866 requires conductors when leaving cars on tracks designated as passing sidings or principally used as such, and leaving the station because of making a side trip or otherwise, or are released to avoid violation of hours of service law or are otherwise released from duty, will advise chief dispatcher promptly at first available train order office by wire of any cars so left. Such requirement will not apply when train occupies siding while crew is switching at that station or at terminal yard.

Rule 866 does not supercede Rule 98-A, requiring trains entering siding to proceed with caution.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 876. Standing air brake tests must be made by freight trains at:

Mescal. (Eastward North Line)
Dragoon
Steins
Sonoita
Amster
Pinal
Cutter
Kelton
Gleeson
Courtland
North Siding moving east
South Siding moving west

AUTOMATIC SIGNALS

Signals on the North Line will display indications in the lower quadrant as outlined in book of Operating Rules.

Signals on the South Line and the Lordsburg-Hachita, Clifton and Bisbee Branches will display indications in the upper quadrant as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates STOP."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—PROCEED."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—PROCEED."

Last paragraph Rule 509 will apply on double track between west switch at Mescal and Tucson, and on GH&SA track 1 between Slag and Rio Grande and on Pacific Lines track 1 between Rio Grande and Anapra and on Pacific Lines track 4 between Anapra and Tower 6 except when trains are running on these tracks against the current of traffic, second paragraph of Rule 509, reference to single track operation, must be observed by such trains.

Distant signal 10205 east of Amole and distant signal 3074 west of Catalina have been taken down and discontinued.

Anapra:

Train Order Office at Anapra located North of North Line opposite crossover switches connecting into that line. This is 950 feet East of East switch of siding on North Line and 1850 feet East of East switch of siding on South Line.

Eastward trains, either line, held at Anapra sidings account superiority of other trains, may proceed to crossover on hand signal given from train order office at Anapra.

Operator at Anapra must not give trains proceed with train order signal or hand signal given from train order office unless switches and signals have first been set to protect the movement. When necessary to use hand signal from train order office and there is more than one train at Anapra or approaching, care must be used to see that the train accepting hand signal is one signal is intended for.

Benson Jct.:

Eastward Benson-Fairbank Branch trains will stop at telephone booth 800 feet west of Benson Jct., before entering block signal circuit, and procure clearance card from the operator at Fairbank, when on duty, before occupying main track, regardless of position of semaphore No. 2776. Trains, moving onto main line, will do so in accordance with Rule 99.

Benson-Fairbank Branch trains, while waiting for main line trains, must not occupy track between block signal limit sign and Benson Jct. switch.

INTERLOCKING

Mescal:

Interlocking signals at Mescal on South Line tracks will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in additon green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

Signals on North Line are standard signals showing indication in lower quadrant. Light signals are also used.

Interlocking Limits between home signals governing East Switch of east crossover and west switch of west crossover on South line, and home signals governing East switches and West switches of sidings on North Line. All switches within these limits are controlled by Towerman in Telegraph Office, with the exception of switch leading from North Siding to Cinder Track and to Spur Track and from South Siding to both legs of Wye and to West end of Coal Track.

Derail on East end of Coal Track is electrically locked and it will be necessary for trainmen using this switch to call Tower by telephone and request Towerman to unlock derail, after which it will be thrown by hand. Also, switch at east end of Coal track is a hand throw switch and must not be used until permission is secured from Towerman to unlock derail.

Interlocking (Contd.)

Interlocking Rules 600 to 678 govern operation of this plant, with the exception of Rule 628, which is modified as follows:

"Telephones connected with Tower have been provided in boxes at convenient points adjacent to switches, and where yellow hand signals cannot be seen trains stopped will call Towerman by Telephone, advising him of route, and secure his approval for throwing switches by hand in the event that the electrical appliance controlling switches is inoperative."

To throw switches by hand, after securing authority from Towerman, crank will be secured from metal container, locked with a switch lock, on side of concrete battery booth. On end of switch mechanism driving shaft is a cap secured by switch lock. This Cap must be removed and crank inserted, grinding switch or switches over until they lock to the route desired, after which Towerman can clear signal if in working order. If not, he will issue instructions to train to proceed with caution. After train has passed over switches, switches must be re-lined, caps on mechanism must be restored and crank replaced in container.

Whistle Signals as follows:
Eastward trains enroute North Line——
Eastward trains enroute South Line——o o
Eastward trains for South Siding o ——o
Eastward trains South Siding to North Line o o —— o
Eastward trains from South Siding to South Line o —— o o
Westward trains from North Siding to double track —— o o ——
Westward trains North Line enroute double track o —— ——
Westward trains North line enroute North Siding o o —— ——
Westward South Line trains enroute double track —— o ——
Westward trains from South Line through East Crossover and North Line to double track o —— —— o
Secure route from Towerman for movements not covered by above.

Attention is called to the fact that trains must receive a signal entering the Interlocking limits and also leaving the Interlocking limits, as well as intermediate signals when moving from one track to the other inside interlocking limits.

End of double track and beginning of North Line single track is at east switch of west crossover. Beginning of South Line single track is at east switch of east crossover.

Westward North Line trains will take North Siding and Eastward trains will take South Siding, when required to use siding, and will be governed by Rule 98-A.

Lordsburg and Deming: (See below)

Interlocking signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch, will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in addition green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

There are no caution signals in advance of home signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch.

Lordsburg: (Continued)

Railroad crossing is approximately one mile west of Lordsburg on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Lordsburg-Hachita Branch trains. Trainmen will handle levers.

If signals are stop for North Line trains, flagman must go ahead at once to examine derails, and levers in tower. Normal position of levers 1-3-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Deming: (Continued)

Railroad crossing is approximately one mile west of Deming on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Deming-Hermanas Branch trains. Trainmen will handle levers. If signals are stop for North Line trains, flagman must go ahead at once to examine derails and levers in tower. Normal position of levers 1-5-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Slag:

(Note.—Interlocking at Slag discontinued at 12:01 A.M., March 20, 1927. Train Order Office at Slag discontinued at 12.01 A.M., March 21, 1927. Normal position Junction switch at Slag will be for westward trains, speed not exceeding 15 miles per hour.)

El Paso—Tower 6:

(Note.—Top arm signal at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the GH&SA or Pacific Lines Freight Yard.)

Main track movements in either direction with current of traffic ——
Main track movements Westward to Pacific Lines track No. 4 against current of traffic o o —— ——
Other main track movements in either direction against current of traffic o —— ——
GH&SA Union Depot connection, from any direction —— o
Pacific Lines Union Depot connection, from any direction —— o——

The two crossovers connecting Pacific Lines Main tracks 1 and 4 three hundred feet East of South Line connections at Tower 6 are outside of interlocking limits and switches must be left lined for South Line main tracks.

El Paso—Tower 66:

Main track movements in either direction with current of traffic ——
Main track movements in either direction against current of traffic o—— ——
G. H. & S. A. from any point to Union Depot —— o
S. P. Co. to and from Union Depot —— o ——

El Paso—Tower 47:

Main track movements in either direction with current of traffic ——
Main track movements in either direction against current of traffic o—— ——
North Lead, Eastward —— o
North Lead, Westward —— o ——
South Lead, Eastward o—— —— o
South Lead, Westward o o —— ——
To T. & P. Main track o o —— o
To T. & P. Transfer o —— o o
To East Yard —— o o ——
To West Yard o —— o

AIR BRAKES AND TRAIN INSPECTION.

3 Passenger trains will make running air test as prescribed by Rule 16, of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1926. as follows:

NORTH LINE:
Eastward and westward at Mescal and Steins.
Westward at Dragoon.
SOUTH LINE: Westward at Mescal.
GLOBE BRANCH: Eastward and westward at Pinal.

5 Freight trains on descending grade will make a stop of five minutes to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen will inspect engines:

Vail (North and South Lines) Pantano
Mescal (North Line Eastward) Sibyl Cochise or Hado
Vanar Strauss
Patagonia Huachuca

6 Freight train tonnage must not exceed an average of 130 Ms per operative brake: Pinal to Globe, and Pinal to Cutter.

USE OF RETAINERS

10 Trainmen on freight trains will use retainers on grades in accordance Rules 55 and 56, of "Rules and Regulations Governing Air Brakes, etc., effective May 1, 1926" as follows:

Conductor and engineman after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack action.

Freight trains, with more than 100 Ms per operative brake, will use 15 to 20 retainers on head end, and with more than 120 Ms per operative brake will use all available retainers:

Mescal to Benson Steins to Vanar Sibyl to Benson.

Freight trains will use all available retainers:
Pinal to Cutter Live Oak to Miami
Pinal to Globe Amster to Globe.

11 Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

The above maximum speed restriction will not apply on heavier grades and other locations, where the maximum is otherwise provided.

13 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air pump, will use fifty percent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air pump, will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest, if train stops at Forrest. But, if train does not stop at Forrest, train will use fifty percent of retainers from Bisbee Junction to Calumet.

MISCELLANEOUS

14. Conductors of eastward trains must call at Mescal telegraph office as quickly as possible after arrival when train order signal in stop position.

Conductors of eastward trains held at Anapra sidings by superior trains must call at train order office as soon as possible.

15. Attention of fireman is directed to necessity calling attention of engineers to automobiles approaching from left side at highway crossings. This to permit engineer to sound a second warning the same as is done when automobiles or vehicles are noticed approaching on engineer's side.

Engineers must sound road crossing whistle twice approaching all important highway crossings.

16 Helpers will couple ahead of twenty-five percent of tonnage of train; or if all headend cars, just ahead of caboose; or if steel frame caboose, to rear of caboose.

17 Helper must not couple to, or uncouple from train, while train is in motion.

18 Trainmen, handling passenger equipment in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

Trainmen must place wooden underframe flat cars next to caboose, and not between loads.

19 On steam heated passenger trains entering terminals where engines are to be changed or train switched, at Yard Limit board of such terminal, rear brakeman will open steam valve on rear of train and, after doing so, will sound one (1) long blast of air whistle as signal to engineer to shut off steam.

20 Engine crews, using coal burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all South Line coal chutes (which are constructed of wood), engines must be moved a safe distance before dumping cinders, to prevent fire.

21 Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

22 Southern Pacific passenger traffic between Bisbee Jct. and Bisbee and way stations via Warren is handled by Bus Line connecting at Bisbee Jct with main line passenger trains. Conductors must ascertain if their Bus Line connection has arrived, and if not arrived, whether or not they are to wait.

24 Passenger trains helping freight trains, to avoid doubling of freight trains or to place freight trains on siding, must uncouple passenger engine from passenger equipment, before starting movement.

25 Trains, leaving a stretch of continuously blocked-signaled track, will leave a fusee near the last signal, as it is possible a train is following less than ten minutes. Conductor and enginemen, with a train leaving a stretch of continuously blocked-signaled track, having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead, will space themselves at the last signal in accordance with Rule 91.

27 Trainmen and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

28 Passing siding capacity, in car lengths, is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 46 feet (basic length of box car).

29 In left hand margin of timetable, letter "f" designates fuel oil station, letter "c" designates coaling station, and letters "fc" designate both oil and coaling station.

30 Mile Posts South Line: Distance from San Francisco. Mile Posts Globe Branch: Distance from Bowie, except Amster Line, distance from Globe. Mile Posts Cochise-Douglas Branch: Distance Cochise to Gleeson and Douglas to Courtland from El Paso.

31 Old N. M. & A. Line Benson South of Mile Post 1034 permanently abandoned and taken up. N. M. & A. tracks Benson Yard also taken up and abandoned with exception of stock track, which is now a spur, holding about 42 cars.

EL PASO TERMINAL

35 El Paso Terminal, consisting of the El Paso Division, Texas and Louisiana Lines, and the Rio Grande Division, Pacific Lines, is operated jointly.

36 Within El Paso City limits, speed not to exceed 10 miles per hour.

37 Trains must approach junction switches of Ice House Crossover with caution.

38 Passenger trains, entering or leaving Union Passenger Depot Yard, will do so with caution.

39 Movement of all trains between connection of Pacific Lines tracks 1 and 4 east of Tower 66 and Union Depot Yard must be made with caution, not exceeding 6 miles per hour, and be governed by signals from Tower 66, entering and leaving Union Depot. Westward trains Pacific Lines track 1 enroute Union Depot use Pacific Lines track 4 from crossover to Junction Switch of connection. All trains approaching crossover Pacific Lines tracks 1 and 4 between Santa Fe and El Paso Streets and Junction Switch to Union Depot connection will be governed by Rule 98.

40 Westward trains from El Paso Freight Yard GH&SA Octavia Street will use GH&SA track 2 from connection at Mesa Avenue to Santa Fe Street crossover. Westward trains from Union Depot routing over GH&SA track 1 and Pacific Lines track 1 will use GH&SA track 2 from Union Depot Yard connection to crossover No. 1 at Tower 6.

Such movements must be made with caution, not exceeding six miles per hour. All trains approaching these crossovers be governed by Rule 98.

41 Normal position of Junction Switch at east end of Pacific Line tracks 1 and 4, just east of Campbell Street at mile post 1296.6 is for eastward trains.

Second class and inferior trains and engines may run ahead of first class trains on Pacific Lines tracks 1 and 4 and GH&SA tracks 1 and 2 with current of traffic in limits of these tracks as described under Rule D-151, Page 12, but must not occupy main track when it will cause delay to a first class train.

42 Eastward trains on Pacific Lines track 4 may proceed through Ice House Crossover or Tower 6 into GH&SA track 2, complying with Rule 98, moving with current of traffic, to GH&SA Octavia Street yard or Pacific Lines Octavia Street yard; westward trains may proceed from GH&SA Octavia Street yard on GH&SA track 1, moving with current of traffic, other trains being governed accordingly. Trains routing as above described, retain right and schedule, complying with rules, same as they would had they followed their regular route into and out of Pacific Lines Octavia Street yard, and such trains displaying signals or for which signals are displayed, must be governed accordingly.

43 All movements against current of traffic on GH&SA main tracks 1 and 2 and Pacific Lines main tracks 1 and 4 must be made under flag protection unless authorized by train order: Except movements authorized under Rules 39 and 40.

44 The G. H. & S. A. Ry. connection with the A. T. & S. F. Ry. crosses the west lead of the Union Passenger Depot tracks. Trains must know that this crossing is clear before using it.

Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Passenger Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and cross-over at east end of Union Passenger Depot yard.

45 Trainmen, on trains entering El Paso Terminal, on both the GH&SA Ry. and the South Line, will remain on top of train in their proper position, until train clears Campbell Street.

46 Yard engine will take passenger equipment from train No. 8 at Tower 6 and place same at Union Passenger Depot. Freight equipment will not pass through Union Passenger Depot Yard.

Yard engine will take passenger equipment for train No. 7, from Union Passenger Depot, and place same on rear of train east of Tower 6.

47 South Line is not equipped with highway crossing gates at El Paso. Trains will flag crossings at El Paso, Santa Fe, Oregon, Mesa, Stanton, Kansas and Campbell streets, sending flagmen ahead before crossing. Speed of trains over crossings is ten miles per hour in El Paso city limits to comply with City Ordinance.

Engines handling back-up equipment or yard engines handling passenger or freight equipment, or any train or engine other than trains heading in or out of El Paso, will make stop before crossing Oregon and Stanton streets. sending flagmen ahead and will not proceed until signal is given by flagman.

El Paso yardmen will flag the following crossings when using track between East Yard and International Brick Company, which is located on what is known as "River Track":

Dallas Street Crossing	—Eastward
Basset Avenue	—Eastward and Westward
Magoffin Avenue	—Eastward and Westward
Myrtle Avenue	—Eastward and Westward
Texas Street	—Eastward and Westward
East San Antonio Street	—Eastward and Westward

DERAILERS IN MAIN TRACK

50 Globe and Amster Branches—Live Oak and McGaw.

Derailers on sidings and spurs indicated by sign attached to switch stand.

NORTH LINE

51 Restrictions on use of locomotives in yard tracks are as follows:

Benson—Engines larger than consolidation class will not use following tracks:
- South house track east of road crossing.
- Switch off scale track to wye.
- Oil spur.
- EP&SW yard and wye.
- NM&A Main track, wye track and yard tracks. Except that in case of emergency, 2-10-2 Mt. and Mikado class engines may turn on NM&A wye, provided they head onto east leg of wye, and make backup moves on old NM&A main track and west leg of wye. This means that only engines headed west can use wye to turn.

Cochise—Engines larger than consolidation will not use ore platform track.

Willcox—Engines must be kept off spur track leading from stock track.

Bowie—Engines must be kept off oil spur east of west end of pump house and 2-10-2 engines kept off rip track in North Yard, using cars ahead of engine.

Steins—Crusher tracks cannot be used.

Deming—Engines larger than consolidation must not use Continental Oil spur.

2-10-2 and Mt. class engines will not use following tracks: Team No. 2, wye and those tracks south of yard track No. 5. They must not exceed six (6) miles per hour when using any other track at Deming except Main track.

Old EP&SW wye connecting EP&SW with AT&SF cannot be used.

Lordsburg—A and N M wye cannot be used.

52 Helper engines, when cut in train Mescal to Benson, will not work steam except to assist in starting train; except that they may work steam approaching Chamiso to avoid slack action.

Helper engines must shove trains over Mescal summit before shutting off.

59 Coal Hoist set up on coaling track at Benson must not be moved until it has been lowered to standard clearance and properly secured.

60. Freight trains using north siding at Mescal when local passenger trains are due, must cut passageway to allow passengers to and from trains.

62 Trainmen, on westward trains using the south siding Benson, will set sufficient hand brakes on rear of train to hold slack, until the engine takes slack when starting.

63 Engines, with westward freight trains, at Benson, will not proceed beyond home signal in middle of yard, for the purpose of taking water at water column, unless it is known that an eastward train is not moving on main track.

Westward trains must give eastward trains ample room account heavy grade.

64 West end of Track No. 2 at Benson, or the extension, must be left clear for helper movements.

68 Roundhouse lead switch at Bowie yard must be left lined for the lead at all times when not in use.

69 Trains on siding must not block Bowie coal chute. Engines, arriving on main or branch line, will proceed to coal chute for coaling and fire cleaning, and will return to train or proceed to roundhouse track, immediately after coaling and cleaning is done.

72 Westward trains doubling into Steins will leave head portion on siding, and see that derail is in normal position.

74 When eastward trains hold main track at Lordsburg the derailer at east switch must be left in normal position unless engine returns to train.

76 An underground air connection, across Gold Avenue at Deming, is in service so that trains can retain air pressure in brake pipe while crossing is cut.

77 House Track at Deming must be kept clear between east switch and Gold Ave.

78 Trainmen must leave a space of at least two cars on Interchange track opposite water column near coal chute Deming, to permit cinderman to move cinders from main track to cinder pit.

82 Water column at Akela must be turned toward the east after taking water to lessen possibility of wind blowing spout across the track.

85 When mail clerks on Trains Nos. 1 and 104 have bulky or fragile parcel post to put off at Aden, train will stop at mail crane, 1200 feet west of station building.

SOUTH LINE

90 Restrictions on use of locomotives in yards and sidings are as follows:

Engines, larger than consolidation class, can not use following tracks, account curvature:

Lewis Springs—West leg of wye.

Naco—Old wye spur.

Bisbee Jct.—Crossover between ore track and Bisbee Pocket.

Consolidation and larger engines must not exceed six (6) miles per hour in the A&NM yard at Hachita.

91 Trains will only take water at Antelope when absolutely necessary, and then only a sufficient amount to take them to the next water station.

Westward freight trains will take full tank of water at Rodeo and Eastward freight trains take only sufficient water at Apache to take them to Rodeo.

This, in order to favor the water supply at Antelope and Apache all possible. Westward trains take no more water at Cazador than necessary to make Douglas.

93 Highway crossing two hundred feet east of station at Marsh must be kept open.

Trains must not take oil on siding at Fairbank while trains are passing on main track, or take oil on main track when trains are using siding.

98 Train crews and other employes must keep Hereford siding extension clear for trains meeting and passing, except when loading stock or loading and unloading company material.

100 Trains setting out cars on North Siding Naco leave an opening of about five car lengths in each direction from the Main highway road crossing, and also from the second crossing east of Naco passenger station.

101 Trains will not occupy the Ore Track at Bisbee Junction during the time that the Ore Train is working between Bisbee Junction and Don Luis, except that trains 2 and 103 may use this track instead of siding to meet. Ore train must approach and enter Bisbee Jct. expecting this track occupied, or to be occupied, by either No. 2 or No. 103.

Ore train when doubling into or out of Bisbee Junstion must not block this track when Nos. 2 and 103 are to meet there; nor must other trains do so.

105 Train order office at Douglas is in Yard Office at 17th Street.

107 Flagman will precede engine and flag crossings in Douglas as follows:
- All street crossings on Queen track.
- On Nacozari lead, Park crossings just east of 14th Street, 14th Street crossing, and both crossings of 16th Street when bell is inoperative.
- Crossing on No. 1 track, lead to acid loading station and crossing on No. 2 track, lead to calcine or miscellaneous track, at C&A smelter.

113 No. 103 will reduce speed to permit express messenger to put off newspaper shipments at the following points:

Noria, Mount Riley, Malpais, Victorio, Chiricahua.

114 Trains switching Anapra Sand Spur will hold on to at least fifteen cars to avoid engine being put on sharp curve.

117 Reduce speed and keep lookout for drifted sand and caving banks Rio Grande Tunnel and Mastodon and look out for loose rocks falling on track within limits of curve between M. P. 1053.5 and 1053.8.

BENSON-FAIRBANK BRANCH

118 Trains switching at the Apache Powder Company's plant must observe following precautions:
- Crews must keep a sharp lookout for vehicles, and movements must not exceed 6 miles per hour over crossings.
- Engines will whistle and sound bell for crossing near Apache Powder Co. office.
- Flagman will precede engine or cars over main highway crossing, just beyond main line switch leading into plant.

119 See Rule 120.

CALABASAS BRANCH

120 New track leading from N. M. & A. Railroad Yard at Fairbank has been constructed, commencing at Bridge 1050-D to Mile Post 1050 to serve Cyanide plant.

This Cyanide spur leads off from new track 480 feet from the end of the track

Engines larger than C-19 class must not be used on new track and spur, and then not exceeding 6 miles per hour at any point.

This track will be known as Cyanide Spur.

121 The following bridges are present standard:

1054C	Babacomari	1099F	Sonoita	1103B	Sonoita
1095C	Sonoita	1100A	Sonoita	1110A	Sonoita
1096E	Sonoita				

The following are light capacity and loading is limited to cars of 100,000 pounds capacity with their usual loads and locomotives as follows:

Eight Wheel Engines with not more than 70,000 pounds on drivers.

Ten Wheel and Mogul engines with not more than 100,000 pounds on drivers.

Twelve Wheel and Consolidation Engines with not more than 125,000 pounds on drivers.

1051F	San Pedro	1055D	Babacomari	1097E	Sonoita
1051G	San Pedro	1067B	Babacomari	1098A	Sonoita
1052A	San Pedro	1085A	Sonoita	1104D	Sonoita
1052B	San Pedro	1097B	Sonoita	1108C	Sonoita

The loads specified above are all that will be permitted.

122 Oil cars of over 7,500 gallons capacity and low cars weighing over 161,000 lbs. gross cannot be handled between Sonoita and Calabasas.

BISBEE BRANCH

123 Class C-18 and heavier type of engines must not use the following tracks in Bisbee District:

Denn Spur tracks,
High Line tracks consisting of Holbrook Lumber tracks,
Shattuck Spur tracks,
Gardner High Line including Irish Mag,
Czar loading Spur,
Gardner Mill Spur,
Sacramento Hill rip track,
Briggs Spur tracks,
Cole track,
Oliver mine track.

124 2-10-2 and Mikado type engines must not use tracks in the Bisbee District, east of Don Luis. Such engines, using tracks in Don Luis Yard or wye at Don Luis, must not exceed six miles per hour.

125 Employes will keep both east and west wye switches at Don Luis lined for Don Luis Yard.

126 Engines should not push trains between Bisbee Junction and Don Luis, unless absolutely necessary.

127 Cars or trains must not block track No. 1 Don Luis.

128 Road engines must not take water at Don Luis. Engines making side trip to Don Luis must take full tank of water before leaving Bisbee Junction.

COCHISE-DOUGLAS BRANCH

131 Overhead ore unloading tipple, spur track Holmes, will not clear man on side or top of cars.

Engines and high cars must not pass under this tipple.

132 Trains flag road crossings east of Germania shaft and street crossings on Humboldt Line at Courtland.

133 Consolidation engines, larger than C-18 Class, must not use mine tracks at Pearce, Gleeson and Courtland.

Trains will not exceed 10 miles per hour through connection between EP&SW and AE tracks at Kelton.

GLOBE BRANCH

134 Piledriver S. P. M. W. 2534 will not clear water spouts on Globe Branch.

135 Train crews must use care at Live Oak and on Amster Branch, account heavy grade and impaired clearance.

136 Freight trains must not head into tracks of West Yard, Globe.

137 Train crews will use back-up hose when delivering cars to O. D. Co. transfer.

138 Trains will stop at Solwico crossing; flagman precede train and flag crossing.

139 Eastward trains will stop at Library, clear of public road crossing, account obscure view.

140 Flagman will precede train or engine and flag crossings, before train or engine crosses, at Mills Street, Latham Boulevard and junction of Adonis and Keystone Avenues, Miami.

Train or engine, approaching these streets, will reduce speed to permit flagman to perform above duties, without stopping train, if possible.

CLIFTON BRANCH

143 Engines will take a full tank of water at Guthrie. Engines out of Clifton will be given sufficient water to reach Guthrie.

144 Tunnels between 220.9 and M. P. 223.3 are numbered 1 to 6, consecutively, from Clifton. Trains will approach Tunnel No. 6 with caution.

145. Three rail tracks between east terminus Clifton yard and Smelter. P. D. Company trains will protect against Southern Pacific trains. Southern Pacific trains will move with caution.

146 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

147 Eastward passenger trains will stop at Center Street, Clifton, to discharge passengers, when requested to do so by such passengers. Westward trains will not stop at this point.

TYRONE BRANCH

150 Train crews must use care account heavy grade and impaired clearance.

151 Trolley wires over tracks leading to mine at Tyrone, and poles supporting trolley wires, extend from a point 500 feet east of coal track, eastward to mine, do not clear man on top or sides of car. Tracks leading to mine, switch back, and lumber track can not be used. Track under ore bin can not be used by locomotives and box cars. Switching movements on tracks under trolley wires must not exceed six (6) miles per hour.

152 Due to heavy grade at Tyrone, crews will not place cars on house track between freight house platform and house track switch, nor on team track between a point 200 feet from end of track and team track switch, the latter point being designated by a white post.

153 Shed covering concentrator filter located on scale track lower side of mill at Tyrone, will not clear a man on top of car.

SPEED RESTRICTIONS

Maximum speed of passenger trains is 60 miles per hour, and freight and mixed trains 35 miles per hour subject to restrictions as shown elsewhere.

Pages	Between	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing thru Yards and over Highway Crossings
7-8	Chiricahua-El Paso	60	35	20	10
4-5	Lordsburg-Strauss	60	35	20	10
2-3	Tucson-Lordsburg	50	35	20	10
4-5	Strauss-Rio Grande	50	35	20	10
6-7	Mescal-Chiricahua	50	35	20	10
10	Benson Jct.-Benson	25	25	15	10
10	Tombstone-Fairbank	20	20	15	10
10	Ft. Huachuca-Lewis Spgs.	25	25	15	10
11	Fairbank-Patagonia	35	25	15	10
11	Patagonia-Calabasas	35	20	15	10
9	Bisbee-Bisbee Jct.	30	20	15	10
9	Corta-Lowell	20	20	15	10
9	Cochise-Douglas	25	25	15	10
10	Hachita-Clifton	40	30	15	10
10	Hermanas-Deming	30	25	15	10
10	Burro Mtn. Jct.-Tyrone	20	20	15	10
11	Bowie-Miami	40	30	20	10
2-3-4-5-13	Interlocking Limits, Lordsburg and Deming	30	30	15	10
2-3-6-12-13	Mescal, Main, track 2	50	35	15	10
	Turnouts and on East connection, and turnouts and on West connection, between N. and S. Lines, when using normal route	35	25	15	10
	When moving from S. Line to N. Line on crossovers	15	15	10	10
	When entering sidings over turnouts	15	15	10	10
	All trains be governed by Rule 98 at Mescal				
2 to 11 inc.	Cross-overs and turn-outs	8	8	8	8

SPEED OF LIGHT ENGINES	Running Forward	Running Backward
Mogul	45	20
Mikado	40	20
Mountain	50	20
Consolidation—Class C-18 and C-19	40	20
Consolidation—Class C-20, C-21, C-22, and C-23	35	20
2-10-2 Type	35	20

Passenger trains must not exceed 40 miles per hour on curves of six degrees, and 30 miles per hour on curves of 7 to 10 degrees.

Engines, running light, must not exceed freight train speed, unless otherwise directed.

Engines, pushing cars ahead, must not exceed 20 miles per hour.

Yard engines, in service, must not exceed 20 miles per hour.

Relief trains, with steam derricks, must not exceed 25 miles per hour on tangent track, and will observe other speed restrictions for freight trains.

Ore trains must not exceed 18 miles per hour between Don Luis and Bisbee Jct. and 25 miles per hour between Bisbee Jct. and Calumet.

TW-3, 2-10-2 Type F1, F3, F4 and F5, Consolidation, and Mikado class engines must not be used in passenger service, except in case of emergency. When so used, TW-3 and 2-10-2 class Type F3, F4 and F5 must not exceed freight train speed, and 2-10-2 class Type F1, Consolidation and Mikado class engines must not exceed 45 miles per hour.

Passenger trains will run not to exceed 35 miles per hour and freight trains not to exceed 25 miles per hour over crossovers between North and South Lines at Anapra and over switch at South Yard Jct., observing Rules 98 and 98A.

Through station limits at Columbus and Rodeo passenger trains will not exceed thirty (30) and other trains twenty (20) miles per hour.

NORTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 983.9 and 986.0 Tucson Yard	15	10
M. P. 1004.3 and 1010.4 5 and 10 degree curves	30	20
M. P. 1012.6 and 1014.0 5, 6, 7 and 10 degree curves	30	20
M. P. 1016.8 and 1019.0 5, 6 and 10 degree curves	30	20
M. P. 1020.6 and 1021.3 5 and 6 degree curves	40	30
M. P. 1030.9 and 1031.3 5 degree curves	45	30
M. P. 1031.6 and 1034.0 Benson Yard	30	30
M. P. 1033.6 over San Pedro River Bridge	30	20
M. P. 1037.0 and 1039.8 5, 6, 7, 9 and 10 degree curves	30	20
M. P. 1044.5 and 1045.1 6 and 10 degree curves	30	20
M. P. 1047.5 and 1048.7 5 and 6 degree curves	40	30
M. P. 1050.7 and 1050.9 6 degree curve	40	30
M. P. 1074.3 and 1075.3 City Limits Willcox	30	30
M. P. 1122.5 and 1122.6 6 degree curve	40	30
M. P. 1124.6 and 1128.7 5, 6, 7, 9 and 10 degree curves	30	20
M. P. 1207.9 over Gold Avenue Crossing, Deming	8	8
M. P. 1283.6 and 1284.4 5 degree curves	45	30
M. P. 1286.9 and 1287.4 5 degree curves	45	30
M. P. 1289.4 over Crossovers Anapra between North and South Lines and be governed by Rule 98.	35	25
M. P. 1291.6 and 1292.7 5 degree curves	45	30
Except		
M. P. 1291.9 Eastward Trains over Brickland Switch	20	20

SOUTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 990.2 over South Yard Jct. Switch	35	25
Bridge Near M. P. 1046.9	35	20
M. P. 1047.8 S. P. R. R. Crossing	10	10
M. P. 1053.5 and 1053.8 7 degree curve, look out for falling rocks	35	25
M. P. 1066.2 and 1066.4 4 degree curve	45	30
M. P. 1068.7 and 1068.9 4 degree 30 min. curve	45	30
M. P. 1080.9 West switch Naco Yard for Eastward Trains	20	20
West switch Naco Yard for Westward Trains	40	30
M. P. 1080.8 and 1081.0 5 degree curve	45	30
M. P. 1088.7 and 1089.2 Approaches to, and Crook Tunnel	25	15
M. P. 1090.1 and 1091.7 5 degree curves	45	30
M. P. 1092.7 and 1093.1 6 degree curve	40	30
Douglas Passenger Station and 16th Street	10	10
16th Street and Cochise-Douglas Branch Sw., Douglas	30	20
M. P. 1115.1 and 1117.0 5 and 6 degree curves	40	30
M. P. 1118.8 and 1120.7 5 and 6 degree curves	30	20
M. P. 1121.8 and 1124.2 4, 5 and 6 degree curves	30	20
M. P. 1124.4 and 1126.1 6 degree curves	40	30
M. P. 1134.6 and 1134.8 4 degree curve	45	30
M. P. 1139.7 and 1140.2 reverse curves	45	30
M. P. 1164.6 and 1164.7 5 degree curve	45	30
M. P. 1166.2 and 1167.8 5 degree curves	45	30
M. P. 1169.0 and 1169.1 4 degree curve	45	30
M. P. 1184.2 and 1184.6 4 degree curve	45	30
M. P. 1229.1 and 1229.3 5 degree curve	45	30
M. P. 1230.7 Deming Hermanas Branch Switch	40	30
M. P. 1243.5 and 1244.1 4 degree curves	45	30
M. P. 1266.0 and 1266.2 4 degree curve	45	30
M. P. 1283.5 and 1283.7 5 degree curve	45	30
M. P. 1291.8 and 1292.0 5 degree curve	45	30
M. P. 1314.3 and 1315.4 5 degree curves	45	30
M. P. 1317.1 over Crossovers Anapra between North and South Lines and be governed by Rule 98	35	25
M. P. 1317.5 and 1319.3 4 and 5 degree curves	45	30
M. P. 1319.3 and 1319.7 Approaches to andRio Grande Tunnel	15	15
El Paso City Limits	10	10
Tower 6 and El Paso Union Depot	6	

GLOBE BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 32.6 and 32.8	40	25
City Limits, Safford and Pima	15	10
M. P. 90.6 and 91.1	20	20
M. P. 91.9 and 92.3	30	20
M. P. 93.2 and 93.5, 94.5 and 94.8, M. P. 108.2 and 108.6	40	25
M. P. 108.9 and 109.7	30	20
M. P. 118.0 and Globe East City Limit	30	20
Broad Street Crossing and Passenger Station, Globe	6	6
O. D. High Line	10	10
Globe and Amster	15	15
M. P. 125.7 and 126.0	40	25
M. P. 126.5 and 128.2	30	20
M. P. 128.2 and 128.6	40	25
M. P. 129.2 and 129.5	30	20
M. P. 131.3 and 131.7	40	25
Miami Yard Limits and Live Oak	15	15

CLIFTON BRANCH

Reduce Speed Between	Passenger	Freight
Clifton and M. P. 211.3	20	20
M. P. 211.3 and Duncan	30	25
Duncan and Hachita	40	30
Curves between M. P. 202, 202.5, M. P. 204.3 and 204.4	20	20
Curves between M. P. 206.6 and 207.4 (York Canyon)	20	20
Gila River Bridge M. P. 213.8	10	10
Smelter and Clifton eastward, Oil Siding and Valedon	15	15

BISBEE BRANCH

Reduce Speed Between	Passenger	Freight
East leg of wye Bisbee Jct.	10	10
Naco Highway, Don Luis North and east legs of wye	6	6
Lowell and Corta	20	20

CALABASAS BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 1053 and 1055B	20	20
1085A and M. P. 1088	20	20
1097E and 1200 feet east M. P. 1109	20	15
1099 and 1101 with caution account rocks falling		

SPECIAL INSTRUCTIONS.—Continued

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

LOCOMOTIVES TO BE USED ON BRANCH LINES ARE AS FOLLOWS:

Ft. Huachuca Branch	C-18 class and lighter engines.
Tombstone Branch	C-18 class and lighter engines.
Cochise-Douglas Branch	C- 8 class and lighter engines.
Globe Branch	C- 8 class and lighter engines.
Clifton Branch	C- 8 class and lighter engines.
Tyrone Branch	C- 8 class and lighter engines.
Benson-Fairbank Branch	C- 8 class and lighter engines.
Deming-Hermanas Branch	C- 8 class and lighter engines.
Lordsburg-Hachita Branch	C- 9 class and lighter engines.
Calabasas Branch	Eight wheel engines with not more than 70,000 pounds on drivers.

Ten wheel and Mogul engines with not more than 100,000 pounds on drivers.

Twelve wheel and consolidation engines with not more than 125,000 pounds on drivers.

Exception: In case of detoured business heavier engines may run not to exceed 20 miles per hour over Deming-Hermanas and Lordsburg-Hachita Branches.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

CLASS	All Steel	Steel Underframe	Wood
Baggage	96,200		77,900
Baggage (Dynamo)	101,800		
Baggage and Mail—60 ft.	97,800		
Baggage and Mail—69 ft.	124,900		
Baggage and Mail		97,800	78,800
Baggage and Passenger			66,800
Baggage—C. M. & St. P.	125,000		
Express Refr.—N. P. R. R.		74,000	60,000
Express Refr.—G. N. R. R.			70,000
Express Refr.—A. R. E. 40-154		78,000	
Express Refr.—A, R. E. 155-224		89,000	
Express Refr.—A. R. E. 500-506		110,000	
Express Refr.—A. R. E. 1101-1175		85,000	
Express Refr.—P. F. E. 500-799		83,000	
Tea and Silk			48,000
Express—Horse	130,000		96,200
Postal—40 ft.	71,800		
Postal—60 ft.	113,800		
Club	135,300	121,400	
Business	178,500	141,600	114,200
Business—C. M. & St. P.	141,000		
Chair	99,200		84,300
Coaches—60 ft.	101,200		
Coaches—71 ft.	138,200		
Coaches—72 ft. (Suburban)	119,900		
Coaches—C. M. & St. P.	133,000		
Coaches			75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,700
Pullman Observation	148,000	142,000	
Pullman Parlor	150,000	142,000	
Pullman Standard Sleeper	158,000	145,000	
Pullman Tourist		133,000	
C. M. & St. P. Tourist Sleeper	141,000		

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200° 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

DISTRICT	Ruling Grades and Curves: Per Cent Grade	Degrees Curve	Equivalent Grade
Tucson to Lordsburg	1.40	10.00	1.43
Lordsburg to El Paso	1.00	5.00	1.20
Benson to Nogales	1.20	10.00	1 20
El Paso to Lordsburg	0.60	5.00	0.60
Lordsburg to Tucson	1.40	10.00	1.40
Nogales to Benson	1.42	10.00	1.40
Tucson to Douglas	1.00	7.00	1.00
Douglas to Hachita	1.00	6.00	1.00
Hachita to El Paso	1.00	5.00	1.00
El Paso to Hachita	1.00	5.00	1.00
Hachita to Douglas	1.00	6.00	1.00
Douglas to Tucson	1.00	7.00	1.00
Fairbank to Tombstone	2.50	8.00	2.50
Lewis Springs to Fort Huachuca	2.86	7.30	2.86
Bisbee Jct. to Bisbee	2.50	10.00	2.50
Douglas to Cochise	1.50	9.00	1.50
Cochise to Douglas	0.65	9.00	0.65
Hachita to Clifton	1.95	15.00	2.56
Clifton to Hachita	1.98	15.00	2.40
Bowie to Globe	2.20	8.00	2.20
Globe to Miami	1.40	10.00	1.40
Miami to Globe	2.00	10.00	2.00
Globe to Bowie	2.30	8.00	2.30
Hermanas to Tyrone	2.00	10.00	2.00
Tyrone to Hermanas	0.90	10.00	0.90

LOCATION HOSPITAL STRETCHERS
HOSPITALS

GENERAL HOSPITAL, S. P. Hospital .... San Francisco, Cal.
DIVISION HOSPITALS, Hotel Dieu .... El Paso, Texas
DIVISION HOSPITALS, St. Mary's .... Tucson, Ariz.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

EL PASO UNION DEPOT
EL PASO YARD OFFICE
DOUGLAS PASGR. STATION
DOUGLAS YARD OFFICE
TUCSON
LORDSBURG
FAIRBANK
BENSON
DEMING
BISBEE JCT.
BOWIE
BISBEE
GLOBE
HACHITA

Location	Physicians' and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Division Surgeon.
Tucson	Dr. S. C. Davis	Division Surgeon.
Tucson	Dr. J. B. Littlefield	Assistant Surgeon.
Tucson	Dr. M. C. Comer	Oculist and Aurist.
Tucson	Dr. T. H. Cates	Assistant Oculist and Aurist.
Tucson	Dr. H. W. Fenner	Consulting Surgeon.
Benson	Dr. J. N. Morrison	District Surgeon.
Benson	Dr. R. E. Yellott	District Surgeon.
Cochise	Dr. J. B. Ellis	District Surgeon.
Pearce	Dr. Wm. Wood	District Surgeon.
Willcox	Dr. J. C. Wilson	District Surgeon.
Willcox	Dr. B. E. Briscoe	Assistant District Surgeon.
Bowie(No Surgeon	Bowie Drug Co.	Authorized First Aid.
Safford	Dr. J. N. Stratton	District Surgeon.
Pima	Dr. R. C. Dryden	District Surgeon.
San Carlos	Dr. C. H. Sawyer	District Surgeon.
Globe	Dr. Clarence Gunter	District Surgeon.
Globe	Dr. R. D. Kennedy	Assistant District Surgeon.
Globe	Dr. W. A. Holt	Consulting Surgeon.
Globe	Dr. B. G. Fox	Anesthetist.
Miami	Dr. C. M. Cron	District Surgeon.
Miami	Dr. J. E. Bacon	Assistant District Surgeon.
Miami	Dr. L. S. Wood	Oculist and Aurist.
San Simon	Dr. M. L. Alexander	District Surgeon.
Lordsburg	Dr. M. M. Crocker	District Surgeon.
Lordsburg	Dr. E. C. DeMoss	Assistant District Surgeon.
Lordsburg	Dr. C. P. Austin	Assistant District Surgeon.
Duncan	Dr. F. W. Butler	District Surgeon.
Clifton	Dr. W. R. Quinn	District Surgeon.
Clifton	Dr. Harold Gregg	Assistant District Surgeon (Temporary)
Deming	Dr. F. D. Vickers	District Surgeon.
Deming	Dr. J. G. Moir	Assistant District Surgeon.
Tyrone	Dr. Carl Hagan (Silver City)	Emergency Surgeon.
El Paso	Dr. R. L. Ramey	Division Surgeon.
El Paso	Dr. J. M. Richmond	Assistant Division Surgeon.
El Paso	Dr. S. F. King	Assistant Surgeon.
El Paso	Dr. H. H. Varner	Assistant Surgeon.
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon.
El Paso	Dr. J. M. Britton	Oculist and Aurist.
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist.
El Paso	Dr. W. L. Brown (Service limited to consultation with Division Surgeon.)	Consulting Surgeon.
Columbus	Dr. L. S. Johnston	District Surgeon.
Columbus	Dr. S. S. Warren	Assistant District Surgeon.
Hachita	Dr. E. J. Thornberry	District Surgeon.
Douglas	Dr. L. J. Tuttle	District Surgeon.
Douglas	Dr. N. V. Alessi	Assistant District Surgeon.
Douglas	Dr. Geo. M. Dunne	Assistant District Surgeon.
Douglas	Dr. John Cook	Oculist and Aurist.
Bisbee	Dr. G. A. Bridge	District Surgeon.
Bisbee	Dr. H. J. French	Assistant District Surgeon.
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist.
Naco	Dr. B. C. Tarbell	District Surgeon.
Tombstone	Dr. H. H. Hugart	District Surgeon.
Nogales	Dr. N. F. Cheneweth	District Surgeon

MILEAGE MAIN LINE AND BRANCHES

RIO GRANDE DIVISION

Main Line

Tucson to El Paso	S. P. R. R.	306.92		
	G. H. & S. A. Ry.	2.92		
Tucson to El Paso	E. P. & S. W. R. R.	297.74		
	E. P. & S. W. R. R. of Texas	4.50		
	E. P. & N. E. R. R.	.08		
	S. P. R. R.	.16	612.32	
Tucson to South Yard Jct.	E. P. & S. W. R. R.		3.21	
Total Main Lines				615.53

Branches

Amster	A. E. R. R.	Amster Jct. to Amster		4.88	
Benson-Fairbank	S. P. R. R.	Benson Jct., Nogales Branch to Benson, Initial Point E. P. & S. W. R. R.	.01		
	E.P.&S.W.R.R.	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.	17.57	17.58	
Bisbee	E.P.&S.W.R.R.	Bisbee Jct. to Bisbee		8.03	
Bisbee-Lowell Cut-off	E.P.&S.W.R.R.	Corta to Lowell via Warren		3.12	
Calabasas	S. P. R. R.	Benson to Initial Point N. M. & A. R. R.	.64		
	N.M.&A.R.R.	Contention to Calabasas	61.67	62.31	
Clifton	S. P. R. R.	Lordsburg to Initial Point A. & N. M. Ry.	.03		
	A. & N. M. Ry.	Initial Point N. M. & A. R. R. to Clifton	70.52	70.55	
Cochise-Douglas	S. P. R. R.	Cochise to Initial Point A. E. R. R.	.04		
	A. E. R. R.	Initial Point A. E. R. R. to Kelton	28.55		
	E.P.&S.W.R.R.	Kelton to Douglas	30.38	58.97	
Commonwealth	A. E. R. R.	Pearce to Commonwealth Mill		1.33	
Courtland	E.P.&S.W.R.R.	Kelton to Courtland		4.60	
Deming-Hermanas	S. P. R. R.	Deming to Initial Point E. P. & S. W. R. R.	.07		
	E.P.&S.W.R.R.	Initial Point E. P. & S. W. R. R. to Hermanas	32.32	32.39	
Fort Huachuca	E.P.&S.W.R.R.	Lewis Springs to Fort Huachuca		14.30	
Gleeson	A. E. R. R.	Kelton to Gleeson		6.81	
Globe	A. E. R. R.	Bowie to Live Oak		136.08	
Lordsburg	A. & N. M. Ry.	Lordsburg to Hachita		38.32	
Tombstone	E.P.&S.W.R.R.	Fairbank to Tombstone		9.94	
Tyrone	A.T.&S.F.Ry.	Deming to Burro Mountain Jct.	33.65		
	B. Mt. R. R.	Burro Mountain Jct. to Tyrone	13.09	46.74	
Valedon	A. & N. M. Ry.	Oil Siding at Valedon		3.66	
Total Branches					519.61
Total Rio Grande Division					1135.14

STRUCTURES LESS THAN STANDARD CLEARANCE

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
		NORTH LINE		
1114.2	San Simon	Water Tank Spout		Overhead and Side
1168.0	Separ	Water Tank Spout		Overhead and Side
1188.5	Gage	Water Tank Spout	Main & Siding,	Overhead and Side
1291.9	Brickland	Rock Walls and Bridge Pier	Brickland Spur,	Overhead and Side
		SOUTH LINE		
997.8	Rita	Water Crane	Main and Siding	Side
1012.9	Marsh	Coal Chute	Main and Coal Track	Side
		House Track Platform	House Track	Side
		Stock Pen Platform	House Track	Side
1024.5	Miramonte	Stock Chute Platform	Siding	Side
1028.6	Whetstone	Water Crane	Main and Siding	Side
1048.2	Fairbank	Water Crane	Main and Siding	Side
		Water Filling Stands	Siding and Water Track	Side
		Freight Platform	House Track	Side
1069.0	Hereford	Water Crane	Main and Siding	Side
		Freight Platform	House Track	Side
		Stock Pen Platform	Stock Track	Side
1080.9	Naco	Freight Platform	Spur Track to Naco, Mex.	Side
		Stock Pen Platform	Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane	Main and Siding	Side
		Coal Chute	Main and Coal Track	Side
		Old Pump House	Coal Track	Side
		Coal Bin	Coal Track	Side
		Cinder Platform	Depressed Cinder Track	Side
1089.0	Crook Tunnel			Overhead and Side
1096.9	Forrest	Water Crane	Main and Siding	Side
		Loading Bin	Paul Spur	Overhead and Side
1107.0	Douglas	Buildings & Platforms	All Industry Tracks	Side
		Freight Station Platform	Nacozari Main	Side
		Stock Pen Platforms	Stock Track	Side
1121.1	Cazador	Water Tank		Overhead and Side
1130.6	Bernardino	Stock Pen Platform	Siding	Side
1147.1	Apache	Stock Pen Platform	Stock Track	Side
		Water Tank and Spout		Overhead and Side
1158.7	Rodeo	Coal Chute	Main and Coal Track	Side
		Water Tank and Spout		Overhead and Side
		Stock Pen Platform	Siding	Side
		Ore Platform	Siding	Side
		Freight Platform	House Track	Side
1175.9	Animas	Freight Platform	House Track	Side
1181.4	Antelope	Stock Pen Platform	Siding	Side
		Water Tank and Spout		Overhead and Side
1202.9	Minero	Ore Platform	Siding	Side
1206.3	Hachita	Tool House	West Leg Wye	Side
		Stock Pen Platform	Stock Track	Side
		Freight Platform	House Track	Side
		Ore Platform	Ore Loading Track	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
Caboose	Storage Shed		East Caboose Track,	Overhead and Side
1230.9	Hermanas	Freight Platform	House Track	Side
1250.3	Columbus	Freight Platform	Siding and House Track	Side
		Stock Pen Platform	Siding	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
1263.6	Arena	Stock Pen Platform	Siding	Side
1285.6	Mt. Riley	Water Crane	Main	Side
		Stock Pen Platform	Siding	Side
1299.0	Noria	Stock Pen Platform	Stock Track	Side
		Coal Bin	Stock Track	Side
		Water Crane	Main and Siding	Side
1308.9	Mastadon	Stock Pen Platform	Siding	Side
1319.1	Bowen	Loading Chute	Siding	Side
		Rock Retaining Wall	Siding	Side
1319.5	Rio Grande Tunnel			Overhead and Side
1321.3	Overhead Bridge G. H. & S. A.			Overhead and Side
1295.9	El Paso	Buildings & Platforms	Globe Mill Tracks,	Overhead and Side
		Building & Platform	Neff-Stiles Spur	Side
		Building	K. Z. & M. Spur	Side
	El Paso Pacific Lines Yard	Freight Station Platform	House Tracks	Side
		Freight Platform	Team Track	Side
		Auto Unloading Platform	Auto Track	Side
		SOUTH LINE, Continued		
	El Paso Pacific Lines Yard	Rock Loading Chute	Dudley & Orr Spur,	Overhead and Side
		Coal Bins	So. West Fuel Co. Spur	Side
		Water Crane	Main Shop Track	Side
	El Paso Shop Yard	Coal Chute	Coaling Track	Side
		Retaining Wall		
		Platform South Side Store House	Coal Chute Track, East End,	Side
	El Paso	Impaired Clearances both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track, and out of the old Northeastern Yard.		
		BENSON-FAIRBANK BRANCH		
290.2	St. David	Freight Platform	Main	Side
		Sand Loading Platform	Siding	Side
288.5	Curtiss	Warehouse Platform	Apache Powder Co. Tracks	Side
		Coal Grinder House	Apache Powder Co. Tracks	Side
		Soda House	Apache Powder Co. Tracks	Side
285.9	Land	Freight Platform	Main	Side
		CALABASAS BRANCH		
1048.2	Fairbank	Water Tank Spout		Overhead and Side
		Oil Crane		Overhead and Side
1051.9		Bridge over San Pedro River		Overhead
1055.3		Bridge over Babacomari Creek		Overhead
1067.4		Bridge over Babacomari Creek		Overhead
1073.8	Elgin	Water Tank Spout		Overhead and Side
1104.7		Bridge over Sonoita Creek		Overhead
1108.6		Bridge over Sonoita Creek		Overhead
		TOMBSTONE BRANCH		
284.9	Tombstone	Sand Loading Platform	Siding	Side
		Two Ore Platforms	Siding	Side
		Freight Platforms	Siding	Side
		Ore Chute	Bunker Hill upper lead	Side
		Ore Platform	Bunker Hill lower lead	Side
		FORT HUACHUCA BRANCH		
278.5	Ft. Huachuca	Freight Platform	Main and House Tracks	Side
		Government Structures		
		Oat Bin Platform and Coal Bin	Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform	Commissary Track	Side
		BISBEE BRANCH		
242.3	Corta	Impaired clearances, both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks, on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.		
246.9	Bisbee			
		COCHISE-DOUGLAS BRANCH		
28.4	Kelton	Water Tank and Spout		Overhead and Side
234.6	McNeal	Stock Pen Platform	Siding	Side
		COURTLAND BRANCH		
250.9	Courtland	Freight Platform	Siding	Side
		GLEESON BRANCH		
31.6	Holmes	Freight Platform	Siding	Side
		GLOBE BRANCH		
19.9	Tanque	Water Tank and Spout		Overhead and Side
39.6	Safford	Water Tank and Spout		Overhead and Side
66.3	Geronimo	Water Tank and Spout		Overhead and Side
92.5	San Carlos	Water Tank and Spout		Overhead and Side
103.1	Rice	Water Tank and Spout		Overhead and Side
123.6	Globe	Bins and Powerhouse	River Track	Side
		Platforms & Buildings	House Track	Side
		Scale House	Tracks No. 4 and 6	Side
		Lumber Shed	Track No. 11	Side
123.6	Globe	Engine Shed, Fire hose House, and 4 oil stand pipes	Oil Track	Side
		GLOBE BRANCH, Continued		
123.6	Globe	Warehouse	Solwico Spur	Side
134.0	Miami	Fence	Texas & Standard Oil Track,	Side
		Oil Tank & Coal Bins	Texas Oil Track	Side
136.2		Chute	Inspiration Spur	Side
	All Water Stations	Pile driver S. P. 2534 will not clear water spouts on Globe Branch		Overhead and Side
		AMSTER BRANCH		
5.7	Amster	Ore Chute	S. & B. Mine Spur	Overhead and Side
		CLIFTON BRANCH		
1148.3	Lordsburg	Passenger Station Roof	House Track	Overhead and Side
	A. & N. M. Yard	Freight Platform	House Track	Side
189.8	Franklin	Freight Platform and Stock Chute Platform	Siding	Side
193.2	Duncan	Ore Platform and Coal Bin	Siding	Side
		Freight Platform	House Track	Side
		Lumber Sheds and Trees	Lumber Spur	Side
		Water Crane	Main and Siding	Side
		Trees Through Station Grounds	All Tracks	Overhead and Side
195.8	Fox	Stock Pen Platform		Side
201.5	Sheldon	Freight Platform	Siding	Side
208.0	York	Freight Platform	Siding	Side
214.1	Guthrie	Concrete Platform	Main-West Switch	Side
		Gila River Bridge		Overhead and Side
		Water Crane	Main	Side
218.7	South Siding	Stock Pen Platform	Siding	Side
223.1	Smelter	Freight Platform	Siding	Side
		Buildings, platforms, overhead bridges and trolley wires	Yard Tracks	Overhead and Side
225.2	Clifton	San Francisco River Bridge		Overhead and Side
		Freight House Platform		Side
		Buildings, platforms, coal chute, water crane, etc.	Yard Tracks East of P. D. Co. Store	Overhead and Side
198 to 225.2		Rock Cuts		Side
220.3 to 225.2		Tunnels No. 1, 2, 3, 4, 5 and 6		Overhead and Side
		VALEDON BRANCH		
158.8	Lawrence	Ore Loading Platform	Spur	Side
159.3	Valedon	Between Lawrence and Valedon First Rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building, coal and hay unloading chutes.	Main and Spur Tracks	Overhead and Side
		LORDSBURG-HACHITA BRANCH		
155.2	Oil Siding	Two Ore Platforms	Spur	Side
145.6	Robert	Stock Chute Platform	Siding	Side
135.0	Brockman	Tank & Water Crane	Main and Siding	Side
		DEMING-HERMANAS BRANCH		
1208.0	Deming Old Yard	Freight Platform	House Track	Side
114.9	Hondale	Canning Factory and Coal Bin	Spur	Side
108.9	Midway	Freight Platform	Spur	Side
102.7	Tomerlin	Ore Platform	Siding	Side
1230.9	Hermanas	Stock Pen Platform	Siding	Side
		TYRONE BRANCH		
169.1	Mill Spur	Ore Unloading Bins	Mill Yard	Overhead and Side
170.6	Tyrone	Main Supply Platform	Mine Yard Track	Side
		Gate to P. D. Lumber Yard	Mine Track	Overhead and Side
		Trolley Wires and Poles,	Mine Yard Tracks,	Overhead and Side
		Freight House Platform	House Track	Side
		P. D. Warehouse Platform	Main Track	Side
		Shed over Concentrator Filter	Scale Track	Overhead

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

BRANCH LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone Burro Mtn. Jct.-Tyrone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Calabasas	Tyrone-Burro Mtn. Jct. Fairbank-Sonoita Calabasas-Elgin Benson-Benson Jct. Benson Jct.-Benson Douglas-Cochise	Cochise-Douglas Deming-Hermanas Hermanas-Deming Hachita-Guthrie Duncan-Hachita So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	San Carlos-Cutter	Cutter-Pinal Globe-Pinal	Miami-Globe	So. Siding-Clifton Pinal-Globe Pinal-San Carlos	San Carlos-Tanque	Tanque-Bowie	Globe-Miami	Bowie-San Carlos
T-11	T—57-18/24-81	2124-2131-2133	160	550	6000	670	1040	500	990	470	730	6000	1690	1280	1370	1980
T-2	T—63-19/24-105	2221 to 2234														
T-31	T—63-22/28-162-S	2353 to 2362	200	1240	8000	1490	2240	1140	2130	1110	1600	8000	3550	2740	2910	4150
T-32	T—69-23/28-174-S	2363 to 2370														
T-32	T—69-23/28-174-S	2371 to 2384	210	1290	8000	1550	2340	1180	2230	1140	1660	8000	3720	2860	3050	4360
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	990	6000	1210	1850	900	1760	870	1300	6000	2980	2290	2430	3500
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2752-2836 2839-2857	210	1470	8000	1770	2640	1350	2510	1310	1890	8000	4170	3220	3430	4900
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836, 2839 to 2857														
C-8	C—57-22/30-192-S	2698 to 2751														
C-5	C—57-22/30-187-S	2624 to 2679														
C-5	C—57-22/30-185-S	2680 to 2693														
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	1290	8000	1550	2330	1180	2220	1140	1660	8000	3700	2850	3040	4330
C-8	C—57-22/30-184	2698 to 2751														
C-5	C—57-22/30-180	2624 to 2679														
C-5	C—57-22/30-178	2680 to 2693														
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1120	1680	860	1600	830	1200	6000	2650	2050	2180	3100
P-11	P—68-24/26-157-S	3100 to 3109	176	1050	8000	1270	1940	950	1850	920	1370	8000	3130	2390	2550	3670
P-12	P—73-27/28-186-S	3120 to 3129	190	1490	8000	1790	2720	1350	2590	1310	1930	8000	4350	3340	3550	5100
MK 5, 6	MK—63-26/28-210-S	3241 to 3277	200	1800	10000				3050	1600	2300	10000	5040	3890	4140	5880
MK 7, 8, 9	MK—63-29/30-247-S	3300 to 3324	176	2070	10000				3500	1840	2640	10000	5790	4480	4760	6750
C-18	C—57-22/28-169-S	3400 to 3409	200	1390	8000	1650	2450	1270	2330	1240	1760	8000	3840	2970	3160	4480
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	2420	1270	1820	8000	4000	3090	3290	4670
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	1540	8000	1840	2740	1410	2610	1370	1970	8000	4330	3340	3550	5060
C-23	C—57-23/30-193-S	3450 to 3451	200													
C-22	C—57-25/30-193-S	3452 to 3469	170													
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000											
F-3	F—63-29½/32-297-S	3653 to 3667	200	2490	10000											
F-4, 5	F—63-29½/32-306-B-61-SF	3668 to 3763	200	2770	10000											
F-5	F—63-29½/32-306-B-62-SF	3764 to 3768														
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	LESS THAN 40 Ms.			3	6	3	6	3	6	3	3	6	6	6	6	6
	40 Ms. TO 50 Ms.			0	3	0	3	0	3	0	0	3	3	3	3	3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	SOUTH LINE							NORTH LINE										
				EASTWARD			WESTWARD				EASTWARD						WESTWARD				
				Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-Altair Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford Altair-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-College Pk. Douglas-Bisbee Jct Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal Altair-Columbus	Potrillo-Altair Mimbres-Ford Vista-Playas Antelope-Rodeo College Pk-Douglas Bisbee Jct.-Fairb'k Mescal-Tucson	Tucson-Mescal	Benson-Dragoon San Simon-Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg Wilna-Myndus Aden-El Paso	Willcox-Raso Conrad-Pyra	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden Lordsburg-Pyra	Aden-Myndus Wilna-Lordsburg Pyra-Mondel Steins-San Simon Raso 2 m. E. Cochise Dragoon-Benson Mescal-Tucson	Myndus-Wilna Strauss-Afton San Simon-Bowie	Bowie-Raso 2 m. E. Cochise to Dragoon	Mondel-Steins Benson-Mescal
T-31	T—63-22/28-162-S	2353 to 2362	200	2150	8000	2750	2300	2950	4350	8000	2150	1650	8000	3200	3550	4700	3550	8000	4000	2450	1650
T-32	T—69-23/28-174-S	2363 to 2370																			
T-32	T—69-23/28-174-S	2371 to 2384	210	2250	8000	2850	2400	3100	4550	8000	2250	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	1750	6000	2300	1800	2450	3650	6000	1750	1350	6000	2700	3000	3950	3000	6000	3350	2035	1350
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
		2839 to 2857																			
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2852 to 2836																			
		2839 to 2857																			
C-8	C—57-22/30-192-S	2698 to 2751																			
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	2500	8000	2850	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-9	C—57-22/30-200-SF	2858 to 2860																			
C-8	C—57-22/30-184	2698 to 2751																			
C-5	C—57-22/30-187-S	2624 to 2679	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-185-S	2680 to 2693																			
C-5	C—57-22/30-180	2624 to 2679	200	2500	8000	2850	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-178	2680 to 2693																			
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	1600	1250	6000	2400	2650	3500	2650	6000	2950	1850	1250
P-11	P—68-24/26-157-S	3100 to 3109	176	1850	8000	2400	2000	2600	3850	8000	1850	1450	8000	2800	3150	4150	3150	8000	3500	2150	1450
P-12	P—73-27/28-186-S	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	2600	2000	8000	3900	4350	5750	4350	8000	4900	3000	2000
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	200	3050	8000	3900	3300	4200	6150	8000	3050	2400	8000	4550	5050	6650	5050	8000	5650	3500	2400
MK-7,8,9	MK—63-29/30-247-S	3300 to 3324	176	3500	8000	4200	3800	4800	7050	8000	3500	2750	8000	5200	5800	7650	5800	8000	6500	4000	2750
C-18	C—57-22/28-169-S	3400 to 3409	200	2200	8000	3000	2500	3200	4700	8000	2200	1700	8000	3200	3850	5050	3850	8000	4300	2650	1850
C-19	C—57-22½/28-178-S	3410 to 3426	200	2300	8000	3100	2600	3350	4850	8000	2300	1800	8000	3400	4000	5250	4000	8000	4450	2750	1900
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	2600	8000	3350	2850	3600	5250	8000	2600	2050	8000	3900	4350	5700	4350	8000	4850	3000	2050
C-23	C—57-23/30-193-S	3450, 3451	200																		
C-22	C—57-25/30-193-S	3452 to 3469	170																		
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	3700	2900	10000	5500	6100	8050	6100	10000	6850	4250	2900
F-3	F—63-29½/32-297-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	4200	3300	10000	6300	7000	9200	7000	10000	7800	4850	3300
F-4, 5	F—63-29½/32-306/B-62-SF	3668 to 3763	200	4750	10000	6100	5150	6550	9550	10000	4750	3750	10000	7100	7850	10000	7850	10000	8800	5450	3750
F-5	F—63-29½/32-306/B-62-SF	3764 to 3768																			
Mt-1	Mt—73-28/30-246/B-60-SF	4300 to 4327	210	3800	10000	4850	4100	5250	7700	10000	3800	2950	10000	5650	6300	8300	6300	10000	7050	4350	2950
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	3550	2800	10000	5350	5950	7900	5950	10000	6700	4100	2800
ALLOWANCE FOR EMPTY AND UNDERLOAD CARS		LESS THAN 40 M's		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 TO 50 M's		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

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"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

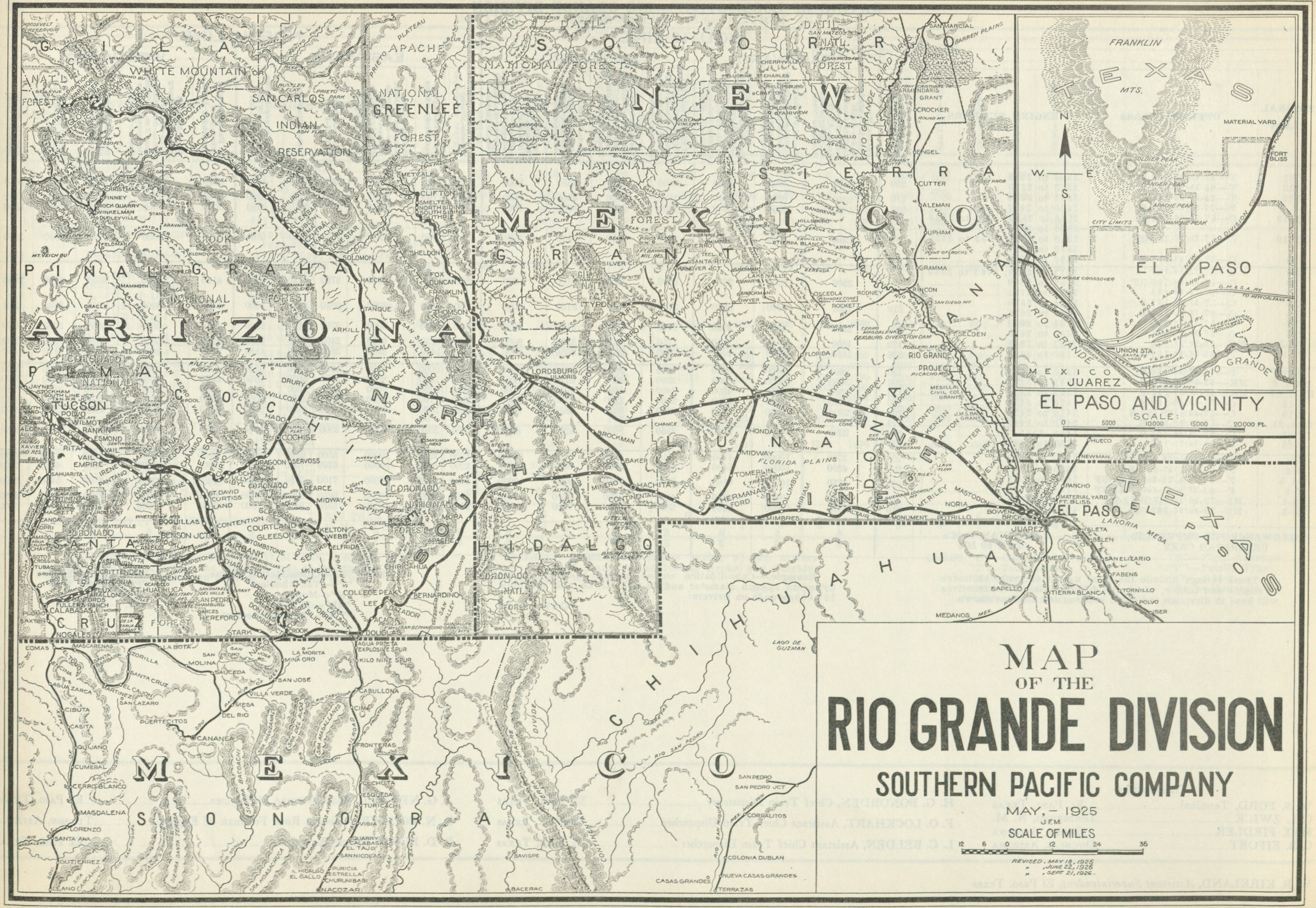
Trainmasters

W. S. FORD, Terminal .... El Paso, Texas
C. L. ZWICK .... Lordsburg, N. M.
MAX FIEDLER .... Globe, Arizona
C. B. EIFORT .... Douglas, Arizona

H. G. BONORDEN, Chief Train Dispatcher .... El Paso, Texas
F. O. LOCKHART, Assistant Chief Train Dispatcher .... El Paso, Texas
L. C. BELDEN, Assistant Chief Train Dispatcher .... El Paso, Texas

A. G. NEWELL, Road Foreman of Engines .... El Paso, Texas
R. N. BOOKER, Assistant Road Foreman of Engines .... Tucson, Arizona
R. D. BLOSS, District Examiner .... El Paso, Texas

W. B. KIRKLAND, *Assistant Superintendent*, El Paso, Texas



MAP OF THE
RIO GRANDE DIVISION
SOUTHERN PACIFIC COMPANY

MAY, - 1925

J.F.M.

SCALE OF MILES

REVISED, MAY 18, 1925
" JUNE 22, 1925
" SEPT 21, 1926.

12
6
0
12
24
36
ARIZONA
NEW MEXICO
MEXICO
TEXAS
CHIHUAHUA
SONORA
PINAL
GRAHAM
GILA
PIMA
COCHISE
SANTA CRUZ
GREENLEE
GRANT
SOCORRO
SIERRA
LUNA
HIDALGO
DONA ANA
EL PASO
NORTH LINE
SOUTH LINE
LINE
TUCSON
BENSON
LORDSBURG
DEMING
EL PASO
JUAREZ
NOGALES
DOUGLAS
BISBEE
TOMBSTONE
WILLCOX
BOWIE
HACHITA
HERMANAS
COLUMBUS
LAS CRUCES
CLIFTON
SILVER CITY
CANANEA
NACOZARI
CASAS GRANDES
NUEVA CASAS GRANDES
COLONIA DUBLAN
LAGO DE GUZMAN
SAN CARLOS INDIAN RESERVATION
APACHE NATIONAL FOREST
GILA NATIONAL FOREST
DATIL NATL. FOREST
CORONADO NATIONAL FOREST
CROOK NATIONAL FOREST
RIO GRANDE
RIO GRANDE PROJECT
EL PASO AND VICINITY
SCALE:
0
5000
10000
15000
20000 Ft.
FRANKLIN MTS.
FORT BLISS
UNION STA.
MATERIAL YARD
N
S
E
W